

***NEW CASTLE
COUNTY***

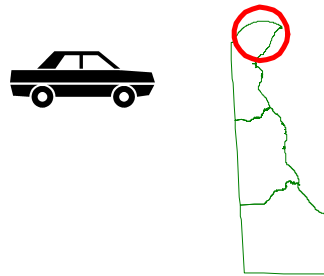
BR 32 ON FOULK ROAD OVER S. BRANCH NAAMANS CREEK

SCOPE/DESCRIPTION: This project involves the replacement of the existing prestressed concrete beams with new prestressed concrete box beams. Additional work includes rehabilitation of the existing abutments, minor reconstruction of the approach roadway, and placement of riprap in the stream to prevent scour. The work will be performed in phases while maintaining traffic on Foulk Road.

JUSTIFICATION: The existing concrete deck slab is showing signs of deterioration including cracks and large spalls with exposed corroded steel reinforcement on the bottom side. The bridge is structurally deficient and was selected by the Pontis Bridge Management System for work. The bridge ranks 68th on the DelDOT 2011 Bridge Deficiency List.



County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2013



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE ROW C	80% FHWA 100% FHWA 100% FHWA	\$ 18.6	\$ 30.0	\$ 650.0			\$ 30.0 \$ 650.0	
TOTAL		\$ 18.6	\$ 30.0	\$ 650.0	\$ 0.0	\$ 0.0	\$ 680.0	\$ 0.0

All \$ X 1,000

BR 110 ON N239, PYLES FORD ROAD

SCOPE/DESCRIPTION: Replace existing concrete slab on stone abutments with precast concrete culvert and wingwalls. Reconstruct the roadway approaches and place steel guardrail as required. Place riprap to protect the structure from scour.

JUSTIFICATION: The existing structure consists of encased steel beams in a concrete slab on stone abutments. The steel beams have significant corrosion and loss of section and the slab has heavy scaling. The stone abutments are missing stones and mortar. The existing structure is structurally deficient, functionally obsolete and scour susceptible. The bridge was selected by the Pontis Bridge Management System for work. This bridge is currently ranked 76th on the 2010 DelDOT Bridge Deficiency List.



County: New Castle
Investment Area: Rural
Municipality:
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2009



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE	100% ST	\$ 10.0						
ROW	100% ST	\$ 17.0						
C	100% ST							
TOTAL		\$ 27.0	\$.0	\$.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

All \$ X 1,000

BR 112 ON YORKLYN ROAD OVER RED CLAY CREEK

SCOPE/DESCRIPTION: This project involves the rehabilitation of the superstructure and substructure. This work includes repairing all concrete spalls and delaminations, repairing and/or sealing all concrete cracks, installing galvanic anodes, repairing or replacing finger joints, painting concrete rail, replacing all median lids, cleaning and painting light posts, and cleaning/painting/greasing all bearings.

JUSTIFICATION: To extend service life and increase safety of the bridge. The existing concrete in the girders, deck, parapets, and substructure is showing signs of deterioration including cracks and large spalls with exposed corroded steel reinforcement. The bearings are showing signs of deterioration as well. The bridge was selected by the Pontis Bridge Management System for work and in conformance with the Department's Preventative Maintenance Agreement. It ranked 47th on the 2013 DelDOT Bridge Deficiency List.



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County: New Castle
Investment Area: Rural
Municipality:
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2013



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE	100% FHWA		\$ 30.0				\$ 30.0	
ROW	100% FHWA			\$ 30.0			\$ 30.0	
C	80% FHWA				\$ 675.0		\$ 675.0	
TOTAL		\$ 0.0	\$ 30.0	\$ 30.0	\$ 675.0	\$ 0.0	\$ 735.0	\$ 0.0

All \$ X 1,000

BR 159 ON JAMES STREET OVER CHRISTINA RIVER

DESCRIPTION: Bridge 159 is an inoperable movable steel superstructure bridge supported on reinforced concrete abutments and piers. It carries James Street over Christina River in Newport, Delaware. This project involves the replacement of the existing bridge with a 3-span prestressed concrete box beam bridge supported on new reinforced concrete abutments and piers. The proposed construction will be off the existing alignment to ensure access during the project. The proposed structure will provide higher under clearance to allow for recreational boating.

JUSTIFICATION: According to DelDOT Bridge Management PONTIS records the bridge has a sufficiency rating of 36.8 and was built in 1929. The movable portion of the bridge is inoperable; the steel superstructure exhibits heavy corrosion and section loss. This bridge is the only access road that does not have a height restriction in the region of Newport between Amtrak line and Christina River and is a road which the local businesses rely on. Replacement of this bridge is imperative to the Town of Newport.



County: New Castle
Investment Area: Core
Municipality: Newport
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2008



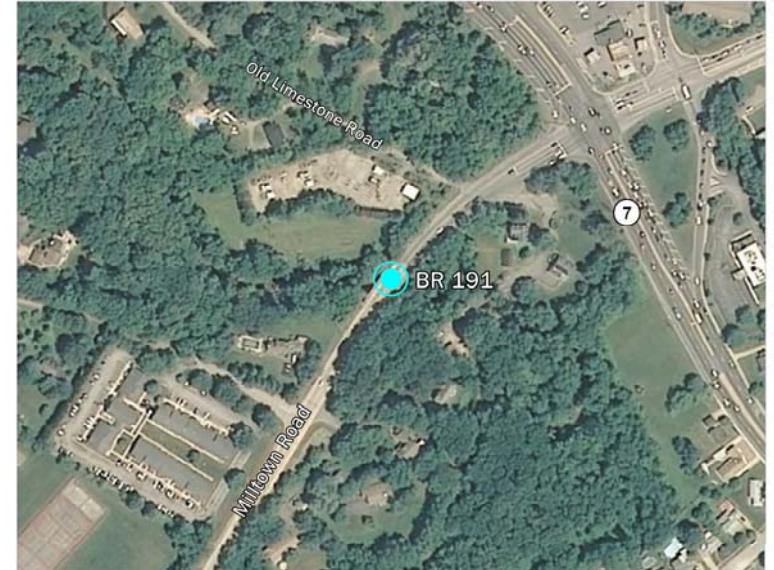
PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE	80% FHWA	\$ 91.2						
ROW	80% FHWA	\$ 230.0						
C	100% FHWA		\$ 2,125.0	\$ 2,875.0			\$ 5,000.0	
TOTAL		\$ 321.2	\$ 2,125.0	\$ 2,875.0	\$ 0.0	\$ 0.0	\$ 5,000.0	\$ 0.0

All \$ X 1,000

BR 191 ON MILLTOWN ROAD OVER MILL CREEK

DESCRIPTION: Perform rehab work on Bridge 191 to improve the existing condition. Rehab work includes a full deck replacement; replace the joints; upgrade the pedestrian rail to current design standards; repair spalls where needed; paint beams and seal abutments and piers; and minor riprap placement.

JUSTIFICATION: To extend service life and increase safety of the bridge. The deck and approach slabs on this bridge are severely corroded and spalled. The deck has full depth spalls and exposed rebar at multiple locations. The pedestrian railing does not meet current design standards and there is undermining of both slope protection aprons. This bridge qualifies as part of DelDOT's structurally deficient deck inventory. As part of DelDOT's performance measures, we must maintain 10% or less deficient decks.



County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2014



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE ROW C	80% FHWA 80% FHWA 100% FHWA	\$ 15.8	\$ 20.0	\$ 1,136.2			\$ 20.0 \$ 1,136.2	
TOTAL		\$ 15.8	\$ 20.0	\$ 1,136.2	\$ 0.0	\$ 0.0	\$ 1,156.2	\$ 0.0

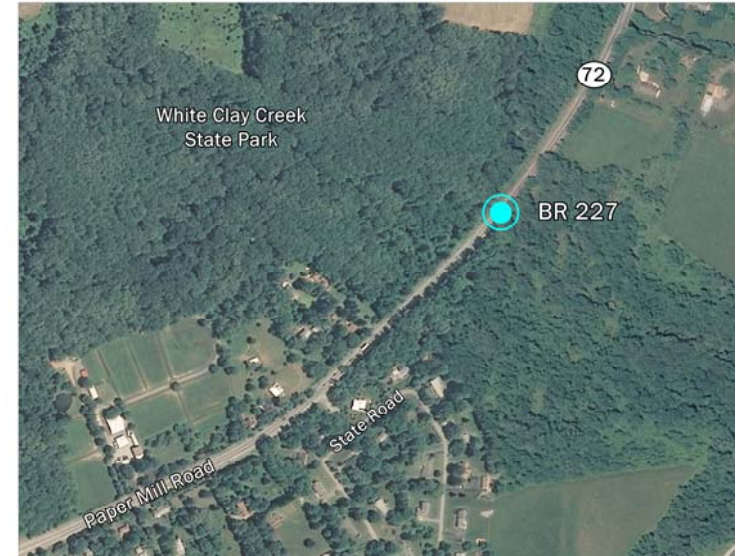
All \$ X 1,000

BR 227 ON PAPERMILL ROAD OVER MIDDLE RUN TRIBUTARY

DESCRIPTION: This project involves the replacement of a large corrugated aluminum pipe with a precast box culvert. The approach roadways and guardrail will be reconstructed as needed and riprap will be placed in the stream for scour protection. The work will be performed under a full road closure with a detour.

JUSTIFICATION: To extend service life and increase safety of the bridge. The existing pipes are structurally deficient and were selected by the Pontis Bridge Management System for work. It has a sufficiency rating of 71.2. There are random perforations and corrosion at some locations in the pipe and erosion at corners of the bridge. This bridge is currently ranked 77th on the 2013 DelDOT Bridge Deficiency List.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2014



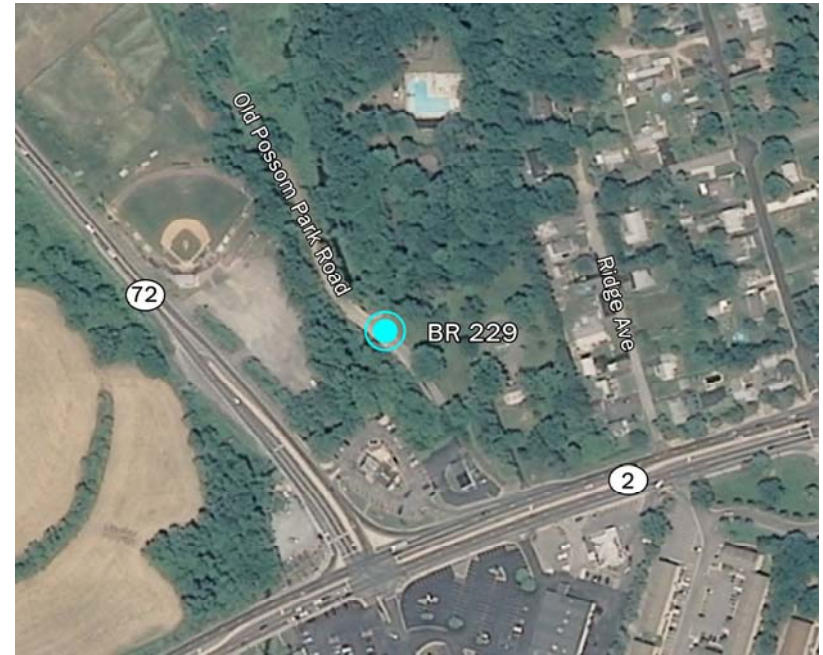
PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE	80% ST	\$ 20.0	\$ 15.0				\$ 15.0	
ROW	80% ST		\$ 10.0				\$ 10.0	
C	80% ST			\$ 380.0			\$ 380.0	
TOTAL		\$ 20.0	\$ 25.0	\$ 380.0	\$ 0.0	\$ 0.0	\$ 405.0	\$ 0.0

All \$ X 1,000

BR 229B ON SR 2 KIRKWOOD HIGHWAY OVER WHITE CLAY CREEK

DESCRIPTION: The steel girders require 60 pins to be replaced, and there are multiple locations of spalls and cracks in the bridge deck. Additional work includes joint replacement, cleaning and painting of steel beams, and installation of riprap for scour protection. Work will be performed in phases to maintain traffic.

JUSTIFICATION: The steel girders require 60 pins to be replaced, and there are multiple locations of spalls and cracks in the bridge deck. This bridge is structurally deficient and was selected by the Pontis Bridge Management System for work. It is ranked 29th on the 2012 DelDOT Bridge Deficiency List.



County: New Castle
Investment Area: Center
Municipality: Newark
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2014

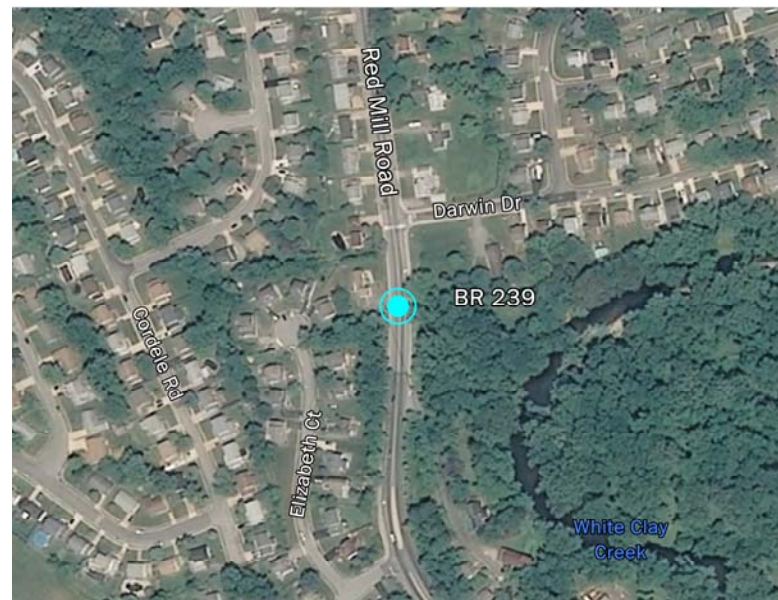
PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE	80% FHWA	\$ 300.0	\$ 50.0				\$ 50.0	
ROW	100% FHWA		\$ 34.0				\$ 34.0	
C	100% FHWA			\$ 3,143.0			\$ 3,143.0	
TOTAL		\$ 300.0	\$ 84.0	\$ 3,143.0	\$ 0.0	\$ 0.0	\$ 3,227.0	\$ 0.0

All \$ X 1,000

BR 239 ON N352 RED MILL ROAD OVER TRIBUTARY TO WHITE CLAY CREEK

DESCRIPTION: This project involves the replacement of two existing corrugated metal pipes and two corrugated aluminum pipes with two concrete pipes and a precast concrete frame respectively. Additional work includes minor reconstruction of the approach roadway and sidewalk, installation of guardrail or pedestrian railing as needed, and placement of riprap in the stream to prevent scour. The work will likely be performed under a full road closure with detour for bridge 239.

JUSTIFICATION: To extend service life and increase safety of the bridge. There is significant corrosion at the waterline with 100% section loss at several locations throughout the pipes. The existing pipes are structurally deficient and were selected by the Pontis Bridge Management System for work. Bridge 239 has a 70.1 sufficiency rating.



County: New Castle
Investment Area: Center
Municipality:
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2014



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE	80% FHWA	\$ 37.3	\$ 10.0				\$ 10.0	
ROW	80% FHWA		\$ 36.3				\$ 36.3	
C	80% FHWA			\$ 505.5			\$ 505.5	
TOTAL		\$ 37.3	\$ 46.3	\$ 505.5	\$ 0.0	\$ 0.0	\$ 551.8	\$ 0.0

All \$ X 1,000

BR 254 ON OLD NEWARK ROAD OVER COOL RUN

DESCRIPTION: This project involves the replacement of the existing corrugated metal pipes with a precast concrete frame. Additional work includes minor reconstruction of the approach roadway, installation of guardrail as needed, and placement of riprap in the stream to prevent scour. The work will be performed under a full road closure with detour.

JUSTIFICATION: There is significant corrosion at the waterline with 100% section loss at several locations throughout the pipes. The existing pipes are structurally deficient and were selected by the Pontis Bridge Management System for work. This bridge is currently ranked 97th on the 2012 DeIDOT Bridge Deficiency List.



County: New Castle
Investment Area: Center
Municipality:
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2013



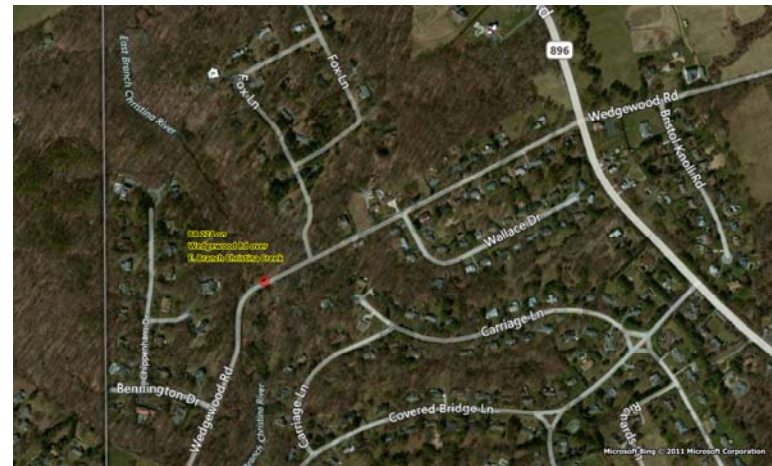
PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE ROW C	80% FHWA 80% FHWA 80% FHWA	\$ 55.0	\$ 3.1 \$ 25.0	\$ 600.0			\$ 3.1 \$ 25.0 \$ 600.0	
TOTAL		\$ 55.0	\$ 28.1	\$ 600.0	\$ 0.0	\$ 0.0	\$ 628.1	\$ 0.0

All \$ X 1,000

BR 274 ON WEDGEWOOD ROAD OVER EAST BRANCH OF CHRISTINA CREEK

DESCRIPTION: This project involves the replacement of the existing corrugated metal pipe arches with a cast-in-place or precast concrete three-sided frame. Additional work includes minor reconstruction of the approach roadway, installation of guardrail, and placement of riprap in the stream for scour protection. The work will be performed under a full road closure with detour.

JUSTIFICATION: The existing pipe arches are structurally deficient and were selected by the Pontis Bridge Management System for work. There is corrosion at the waterline with 100% section loss at some locations. This bridge is currently ranked 20th on the 2010 DelDOT Bridge Deficiency List.



County: New Castle
Investment Area: Center
Municipality: Newark
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2013

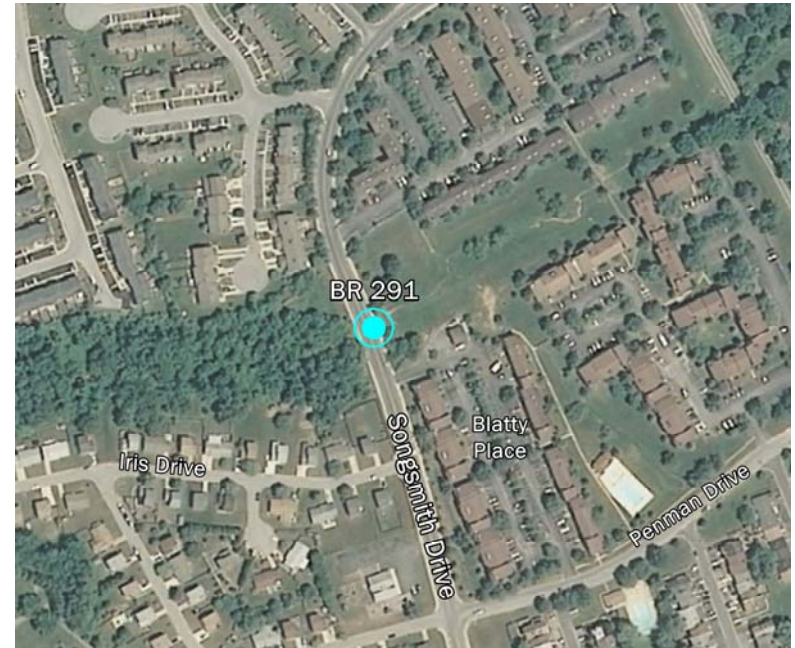
PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE	80% FHWA	\$ 19.8						
ROW	100% FHWA	\$ 7.0						
C	100% FHWA	918.0						
TOTAL		\$ 944.8	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

All \$ X 1,000

BR 291 ON SONGSMITH DRIVE OVER TRIBUTARY TO SMALLEY’S DAM POND

DESCRIPTION: This project involves the replacement of three existing corrugated metal arch-pipes with either three precast concrete pipes or a precast concrete frame. Additional work includes minor reconstruction of the approach roadway and sidewalk, installation of guardrail or pedestrian railing as needed, and placement of riprap in the stream to prevent scour. The work will likely be performed under a full road closure with detour.

JUSTIFICATION: To extend service life and increase safety of the bridge. There is significant corrosion at the waterline with 100% section loss at several locations throughout the pipes. The existing pipes are structurally deficient and were selected by the Pontis Bridge Management System for work. This bridge currently has a 73.0 sufficiency rating and the inspection team has given a NBI rating of 4 for both culvert and channel. This bridge was ranked 104th on the 2013 DelDOT Bridge Deficiency List.



County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2014



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE	80% FHWA	\$ 20.0	\$ 16.3				\$ 16.3	
ROW	80% FHWA		\$ 27.5				\$ 27.5	
C	80% FHWA			\$ 331.5			\$ 331.5	
TOTAL		\$ 20.0	\$ 43.8	\$ 331.5	\$ 0.0	\$ 0.0	\$ 375.3	\$ 0.0

All \$ X 1,000

BR 366 ON CHESAPEAKE CITY ROAD OVER GUTHRIE RUN

DESCRIPTION: Replace existing structure with prestressed, precast concrete beams on geosynthetic earth reinforced abutments. Reconstruct the roadway approaches and place guardrail as required. Place riprap to protect the structure from scour. This project is funded, in part, using Innovative Bridge Research and Deployment (IBRD) program funds.

JUSTIFICATION: These fascia concrete encased steel beams have significant spalling and loss of section. The bridge is currently posted and it has a sufficiency rating of 36.3. The bridge was selected by the Pontis Bridge Management System for work. The bridge is structurally deficient and ranked 90th on the 2010 DeIDOT Bridge Deficiency List.

County: New Castle
Investment Area: Rural
Municipality:
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2010



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PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE	80% FHWA	\$ 68.1						
ROW	80% FHWA							
C	80% FHWA	\$ 57.6						
TOTAL		\$ 125.7	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

All \$ X 1,000

BR 393 ON SR299 MAIN STREET OVER APPOQUINIMINK RIVER

DESCRIPTION: Place scour countermeasures to protect the bridge foundations. Additional work includes minor spill repairs.

JUSTIFICATION: To protect these scour critical bridges from the effects of scour which improves the safety and serviceability of the structures. This is compliance with FHWA efforts to reduce the number of scour critical bridges in the inventory.

County: New Castle
Investment Area: Developing
Municipality: Odessa
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2014



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE	80% FHWA	\$ 200.0	\$ 40.0				\$ 40.0	
ROW	100% FHWA		\$ 28.0				\$ 28.0	
C	80% FHWA			\$ 403.0			\$ 403.0	
TOTAL		\$ 200.0	\$ 68.0	\$ 403.0	\$ 0.0	\$ 0.0	\$ 471.0	\$ 0.0

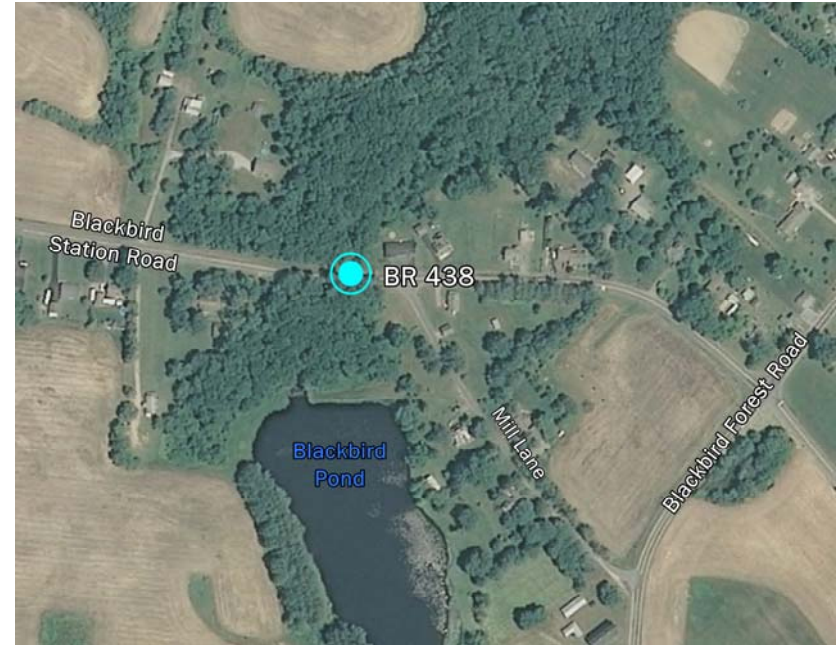
All \$ X 1,000

BR 438 ON BLACKBIRD STATION ROAD OVER BLACKBIRD CREEK

DESCRIPTION: Replace the existing 2 - CMPAs with either a precast three-sided rigid frame or precast prestressed voided slab beams with a GRS substructure. Place riprap for scour protection. Reconstruct approaches as necessary. Place guardrail as needed.

JUSTIFICATION: To extend service life and increase safety of the bridge. There is significant corrosion at the waterline with 100% section loss at several locations throughout the pipes. The existing pipes are structurally deficient and were selected by the Pontis Bridge Management System for work. This bridge currently has a 69.8 sufficiency rating and the inspection team gave the bridge a NBI culvert rating of 4.

County: New Castle
Investment Area: Rural
Municipality:
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2014



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE	80% FHWA	\$ 37.3	\$ 10.0				\$ 10.0	
ROW	80% FHWA		\$ 36.3				\$ 36.3	
C	80% FHWA			\$ 529.5			\$ 529.5	
TOTAL		\$ 37.3	\$ 46.3	\$ 529.5	\$ 0.0	\$ 0.0	\$ 575.8	\$ 0.0

All \$ X 1,000

BR 444 ON N424, OLD CORBITT ROAD, EAST OF ODESSA

DESCRIPTION: Replace CMP with pre-stressed concrete beams on a stub abutment. Raise and reconstruct the approaches to an elevation above normal high tide. Install guardrail as necessary. Place riprap as required for scour protection.

JUSTIFICATION: Bridge 444 was initiated through the New Castle Conservation District in an effort to raise the road above the normal tide. Currently, the high tide overtops the road twice a day and local residents have complained about the situation.

County: New Castle
Investment Area: Rural
Municipality:
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2008



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE	100% ST	\$ 1.0						
ROW	100% ST	\$ 8.8						
C	ST			\$ 2,424.8			\$ 2,424.8	
	OTHER			\$ 175.0			\$ 175.0	
TOTAL		\$ 9.8	\$ 0.0	\$ 2,599.8	\$ 0.0	\$ 0.0	\$ 2,599.8	\$ 0.0

All \$ X 1,000

BR 488 ON US 13 SB, SOUTH OF ODESSA

DESCRIPTION: This project will replace the existing concrete arch with prestressed, precast concrete box beams and composite concrete deck on stub abutments. It will improve the vertical alignment by raising the roadway profile using MSE walls. It also will place riprap in the stream for scour protection, reconstruct roadway approaches, and place guardrail as required.

JUSTIFICATION: To extend service life and increase safety of the bridge. The existing structure is structurally and hydraulically deficient. The concrete arch is deteriorated and has significant spalling, cracks, and corrosion of exposed bar reinforcement. The existing structure is also scour critical. The bridge was selected by the Pontis Bridge Management System for work. This bridge was ranked 138th on 2013 DelDOT Bridge Deficiency List.

County: New Castle
Investment Area: Rural
Municipality:
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2014



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE ROW C	100% ST 80% FHWA 80% FHWA	\$ 74.1	\$ 13.0		\$ 3,025.0		\$ 3,025.0	
TOTAL		\$ 74.1	\$ 13.0	\$ 0.0	\$ 3,025.0	\$ 0.0	\$ 3,038.0	\$ 0.0

All \$ X 1,000

BR 501, 501A, 501B ON SR 141 VIADUCT OVER SR 4

DESCRIPTION: Structural rehabilitation of existing 19 span steel tub girder bridge including deck overlay, replacement of bearings and strip seal joints, painting of structural steel, concrete spall repairs, epoxy injection of concrete cracks, replacement of approach slabs and abutment backwalls and drainage improvements.

JUSTIFICATION: All three bridges are part of the Newport viaduct and will be worked on together. Bridges are in need of repair to extend their service life. Bridges are ranked 27, 39 and 42 in the 2008 bridge deficiency listing generated by the Bridge Management system. The structure testing and analysis work includes instrumentation, field testing and Finite Element analysis of the structure.

County: New Castle
Investment Area: Core
Municipality: Newport
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2009



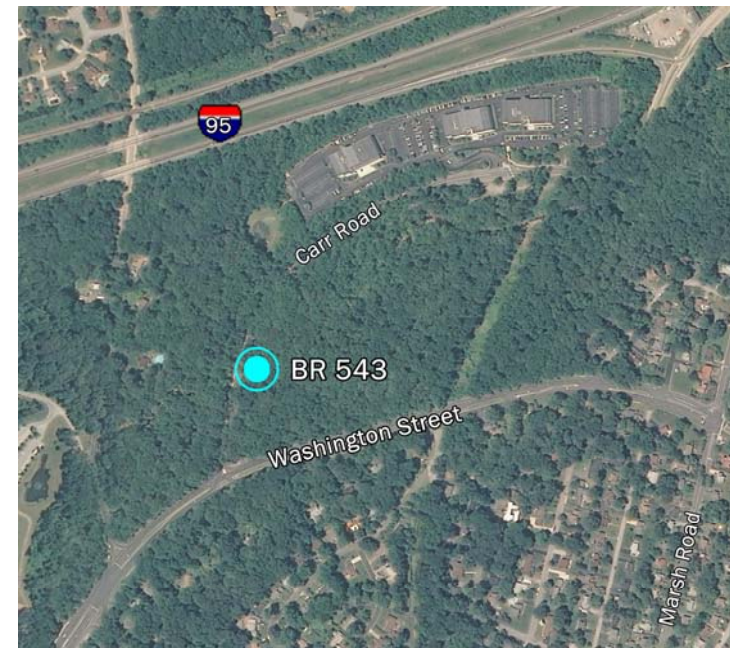
PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
Viaduct over SR 4	PE	80% FHWA							
	C	80% FHWA OTHER	\$ 8,401.8 \$ 112.0	\$ 697.9				\$ 697.9	
Field Testing & Structure Analysis	PE	80% FHWA							
	TOTAL		\$ 8,513.8	\$ 697.9	\$ 0.0	\$ 0.0	\$ 0.0	\$ 697.9	\$ 0.0

All \$ X 1,000

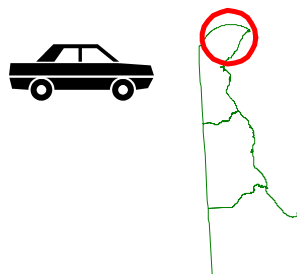
BR 543 ON CARR ROAD OVER SHELLPOT CREEK

DESCRIPTION: This project involves the replacement of the existing superstructure, consisting of steel beams with a hotmix overlay on stone abutments. The proposed superstructure will consist of steel beams with a concrete deck and utilize the same stone facade as is presently there. The existing abutments will be pointed and parged. Additional work includes minor reconstruction of the approach roadway, replacement of guardrail, and placement of riprap in the stream to prevent scour. The work will be performed under a full road closure with detour.

JUSTIFICATION: There is significant deterioration of the steel beams with loss of section. The existing stone abutments have missing stones and require repointing. The bridge was selected by the Pontis Bridge Management System for work. It is ranked 70th on the 2011 DelDOT Bridge Deficiency List.



County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2013



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE	100% FHWA	\$ 30.0	\$ 7.0				\$ 7.0	
ROW	100% FHWA		\$ 35.0				\$ 35.0	
C	80% FHWA			\$ 648.0			\$ 648.0	
TOTAL		\$ 30.0	\$ 42.0	\$ 648.0	\$ 0.0	\$ 0.0	\$ 690.0	\$ 0.0

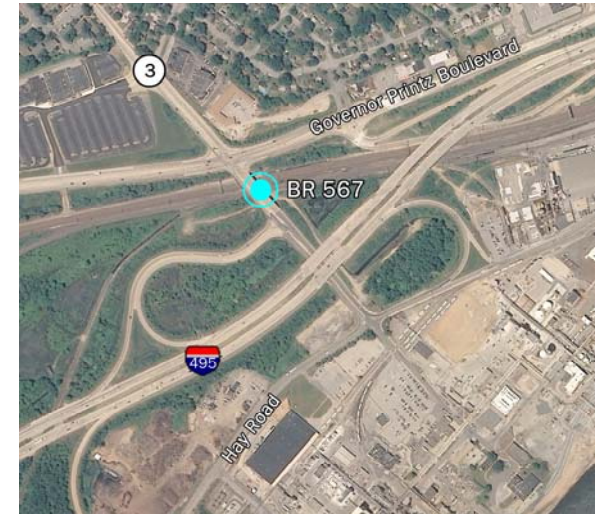
All \$ X 1,000

BR 567 ON HAY ROAD OVER SHELLPOT CREEK

DESCRIPTION: The project involves the replacement of the existing single-lane functionally obsolete multi-span concrete girder bridge on timber piles. The proposed bridge will provide for two -way traffic and will be a multi-span concrete girder bridge on piles. Additional work will include the removal of the adjacent steel truss bridge, placement of riprap for scour protection, reconstruction of the approach roadway, and installation of guardrail.

JUSTIFICATION: The bridge is beyond its original design service life. The bridge deck has significant amounts of delaminations, and several of the existing timber piles have cracks and delaminations. It is functionally obsolete and only allows for one-way traffic. The bridge has been selected by the Pontis Bridge Management System for work. The City of Wilmington owns and maintains this bridge, which has become their top bridge priority for improvements.

County: New Castle
Investment Area: Center
Municipality: Wilmington
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2010



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE	FHWA	\$ 272.0	\$ 267.9				\$ 267.9	
	OTHER	\$ 68.0	\$ 66.9				\$ 66.9	
ROW	FHWA		\$ 24.0				\$ 24.0	
	OTHER		\$ 6.0				\$ 6.0	
C	FHWA			\$ 1,432.0			\$ 1,432.0	
	OTHER			\$ 358.0			\$ 358.0	
TOTAL		\$ 340.0	\$ 364.8	\$ 1,790.0	\$ 0.0	\$ 0.0	\$ 2,154.8	\$ 0.0

All \$ X 1,000

BR 577 ON NORTHEAST BOULEVARD OVER BRANDYWINE CREEK

DESCRIPTION: Perform rehab work on Bridge 1-577 to improve the existing condition. Rehab work includes jacking the superstructure to repair or replace floor beams and 12 bearings; Replace the joints; Repair spalls where needed; Spot paint beams and seal abutments and piers; Possibly upgrade railing.

JUSTIFICATION: To extend service life and safety of the bridge. There is significant deterioration of some floor beams, bearings, and joints. The existing barriers, abutments and piers have significant spalls and need repair. The bridge was selected by the Pontis Bridge Management System for work. It has a sufficiency rating of 63.4 and was ranked 73rd on 2013 DelDOT Bridge Deficiency List.



County: New Castle
Investment Area: Center
Municipality: Wilmington
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2014



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE	80% FHWA	\$ 10.0						
ROW	80% FHWA		\$ 10.0				\$ 10.0	
C	80% FHWA				\$ 1,030.0		\$ 1,030.0	
TOTAL		\$ 10.0	\$ 10.0	\$ 0.0	\$ 1,030.0	\$ 0.0	\$ 1,040.0	\$ 0.0

All \$ X 1,000

BR 585 ON AUGUSTINE CUTOFF OVER BRANDYWINE CREEK

DESCRIPTION: Rehabilitate the existing structure by replacing the bearings, painting portions of the superstructure, replacing the pin or placing a catcher at the pin and hanger assembly, replacing the joints, patching spalls, sealing cracks and patching mortar in the substructure. Construction will be completed in multiple stages with maintenance of traffic to allow staging for work.

JUSTIFICATION: To extend service life and safety of the bridge. The steel superstructure is exhibiting significant corrosion, the bearings appear to be frozen, and there are multiple locations of spalls, cracks and loss of mortar in the stone work. Additionally, one of the pins has a very minor crack and needs to be analyzed. This bridge was selected by the Pontis Bridge Management System for work. It is ranked 111th on the 2010 DelDOT Bridge Deficiency List.

County: New Castle
Investment Area: Center
Municipality: Wilmington
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2010



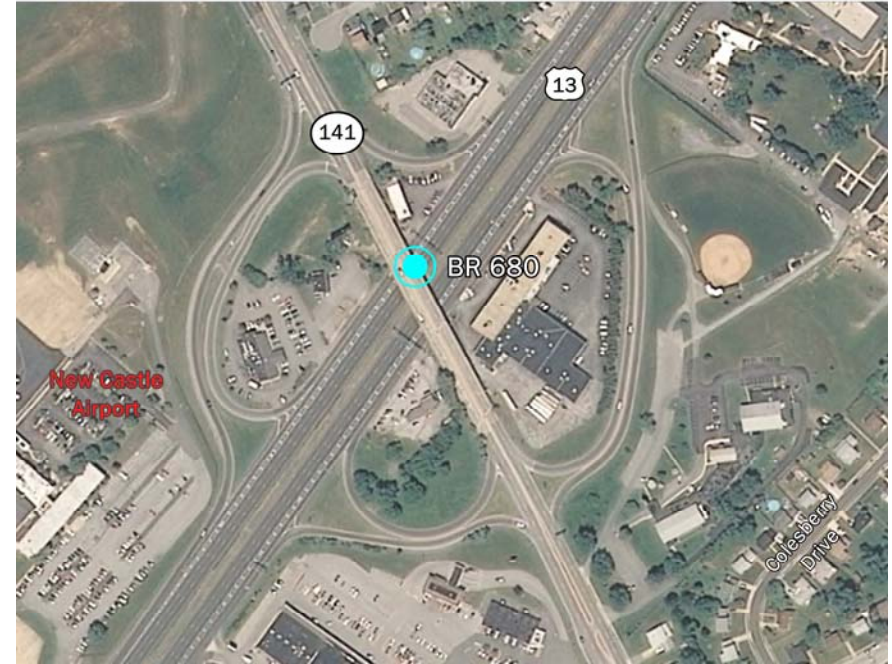
PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE	80% FHWA							
C	80% FHWA	\$ 4,011.7						
TOTAL		\$ 4,011.7	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

All \$ X 1,000

BR 680 ON SR 141 OVER US 13

DESCRIPTION: This project involves the replacement of the existing concrete deck and steel girders with a new concrete deck on steel girders. The new superstructure will be designed to provide a larger clearance for US 13 traffic under the bridge. Additional work includes substructure repairs, reconstruction of the approach roadways, and installation of guardrail as needed. Construction will be performed in phases to accommodate traffic. However, accelerated bridge construction techniques will be utilized to minimize the construction duration.

JUSTIFICATION: To extend service life and increase safety of the bridge. There is significant spalling and delaminating of the existing concrete deck. The deck has full depth spalls and exposed rebar at multiple locations. The existing steel girders have been impacted by over height trucks multiple times per year because of the substandard under clearance. Due to the under clearance, the bridge is classified as Functionally Obsolete and is eligible for work via the Department's Bridge Management System



County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2014



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE	80% FHWA	\$ 180.0	\$ 575.0	\$ 400.0			\$ 975.0	
ROW	80% FHWA			\$ 80.0			\$ 80.0	
C	80% FHWA					\$ 6,000.0	\$ 6,000.0	\$ 5,000.0
TOTAL		\$ 180.0	\$ 575.0	\$ 480.0	\$ 0.0	\$ 6,000.0	\$ 7,055.0	\$ 5,000.0

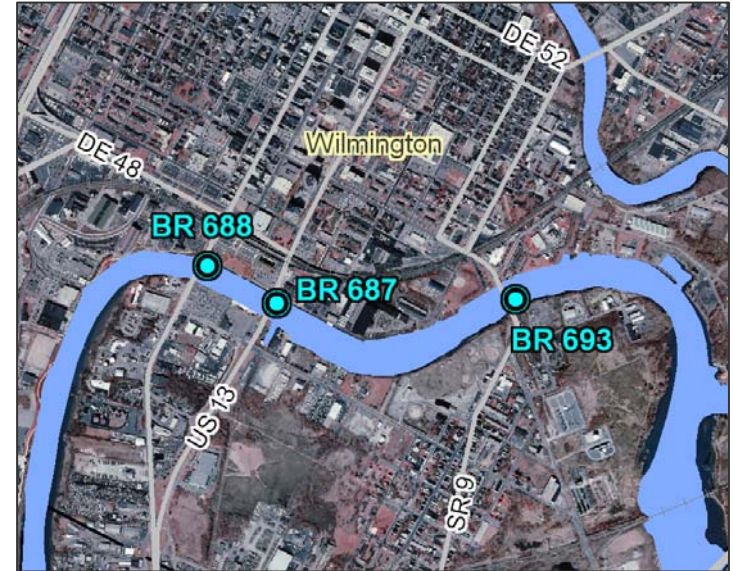
All \$ X 1,000

BR 687, 688, 693 WILMINGTON DRAWBRIDGES

DESCRIPTION: Preservation of three drawbridges along the Christina River. Bridges 687, 688, 693 South Walnut St., South Market St. and Fourth St. over Christina River - Work consists of trunnion column bracing repair, live load hold down anchorage repair, general maintenance type steel rust removal, concrete spall repairs, electrical and mechanical repair work for the machinery.

JUSTIFICATION: To extend service life and increase safety of all three bridges. For Bridges 687 and 693, the live load hold down anchor bolts are deteriorated; as a result, the capacity of the bridge has been reduced and the bridges are posted. Bridge 688 - steel members exhibit chalked paint with random areas of surface and packed rust. The electrical and mechanical systems of these bridges are old and do not function properly.

County: New Castle
Investment Area: Center
Municipality: Wilmington
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2009



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE C	80% FHWA 100% FHWA	\$ 1,246.6						
TOTAL		\$ 1,246.6	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

All \$ X 1,000

BR 748, I-95 WILMINGTON VIADUCT

DESCRIPTION: This project involves the rehabilitation of BR 1748, 748N, and 748S that make up the viaduct carrying I-95 through Wilmington. Work includes replacing joint seals and joint, reconstructing the concrete barriers, patching concrete spalls in the deck and substructure, sealing cracks in the concrete deck and substructure, cleaning and greasing the bearings, and zone painting the steel girders. Work will be performed in phases to maintain traffic.

JUSTIFICATION: To extend service life and increase safety of the bridge. There is spalling and delaminating of the existing concrete deck and serious deterioration of the concrete barriers. The existing joints are leaking, causing deterioration of the substructure at these locations. The substructure has cracks and spalls in need of repair. The existing bearings have some corrosion. These bridges are ranked 62nd, 64th, and 58th, respectively, and are eligible for work via the Department's Bridge Management System.



County: New Castle
Investment Area: Center
Municipality: Wilmington
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2014



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE	80% FHWA		\$ 2,000.0	\$ 2,000.0			\$ 4,000.0	
ROW	80% FHWA			\$ 100.0			\$ 100.0	
C	80% FHWA				\$ 10,000.0	\$ 10,000.0	\$ 20,000.0	\$ 10,000.0
TOTAL		\$ 0.0	\$ 2,000.0	\$ 2,100.0	\$ 10,000.0	\$ 10,000.0	\$ 24,100.0	\$ 10,000.0

All \$ X 1,000

BR 814 ON 12TH STREET OVER NORFOLK SOUTHERN RAILROAD

DESCRIPTION: This project involves performing rehab work on Bridge 814 to improve the existing condition. Rehab work includes jacking the superstructure to replace the existing bearings and pedestals; Replace the joints; Repair spalls where needed; Paint beams and seal abutments and piers. The substructure work will be done while the bridge is open to traffic. The superstructure work will be performed in phased construction.

JUSTIFICATION: To extend service life and increase safety of the bridge. There is significant deterioration of the bearings, joints and pedestals. The existing abutments and piers have spalls and need repair and the beams need painting. The bridge was selected by the Pontis Bridge Management System for work. It has a sufficiency rating of 48.3.



County: New Castle
Investment Area: Center
Municipality: Wilmington
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2014

PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE	80% FHWA	\$ 10.0						
ROW	80% FHWA		\$ 33.0				\$ 33.0	
C	80% FHWA			\$ 1,083.9			\$ 1,083.9	
TOTAL		\$ 10.0	\$ 33.0	\$ 1,083.9	\$ 0.0	\$ 0.0	\$ 1,116.9	\$ 0.0

All \$ X 1,000

BR 826 ON I-495 OVER STONEY CREEK

DESCRIPTION: This project involves the rehabilitation of interstate bridges 1-826N and 1-826S. This work includes reconstructing the approach shoulders for maintenance of traffic purposes, reconstructing the approach slabs, placing a bridge deck overlay, repair or replacing the bridge overhang and parapet, repairing spalls and cracks on the abutments and pier columns, and cleaning and painting steel girders.

JUSTIFICATION: Periodic maintenance and rehabilitation of bridges increases the useful life of the infrastructure.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2013



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE ROW C	80% FHWA	\$ 22.1						
	80% FHWA 100% FHWA	\$ 2,940.8						
TOTAL		\$ 2,962.9	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

All \$ X 1,000

BRIDGE STRUCTURE REHABILITATION, NEW CASTLE COUNTY

DESCRIPTION: Repair of various bridges. Elements include:

- Structure Rehabilitation, Open-End, Canal
- Structure Maintenance, Interstate, North District, NCC
- Interstate Bridge Maintenance, South
- Interstate Structure Maintenance, Open End

JUSTIFICATION: To extend service life of various bridges.

County: New Castle
Investment Area:
Municipality:
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2009



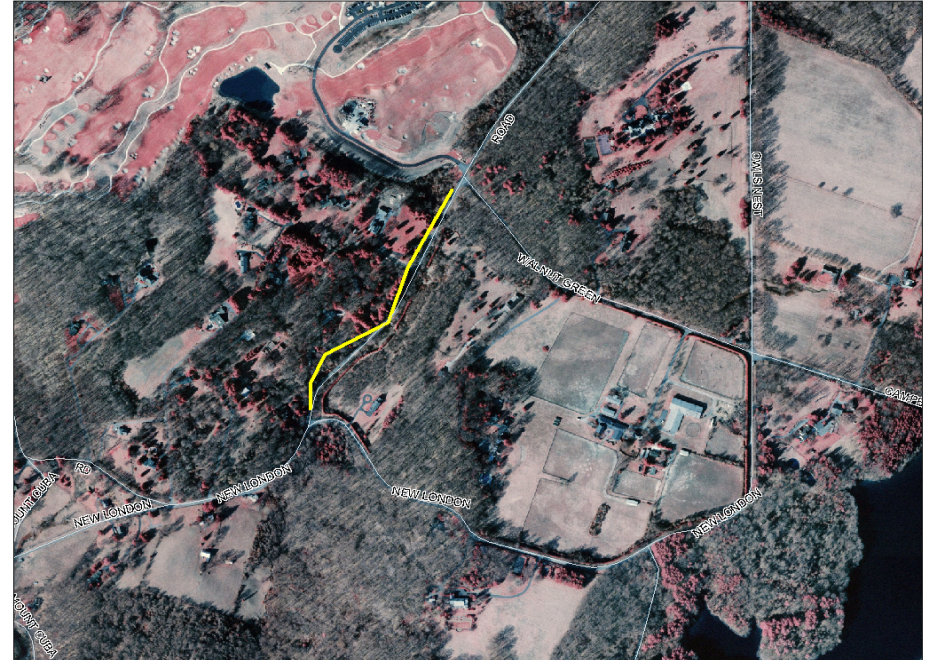
PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
C	FHWA	\$ 5,006.3	\$ 5,338.0	\$ 440.0	\$ 440.0	\$ 720.0	\$ 6,938.0	
	ST	\$ 237.0	\$ 248.4	\$ 110.0	\$ 110.0	\$ 180.0	\$ 648.4	
TOTAL		\$ 5,243.3	\$ 5,586.4	\$ 550.0	\$ 550.0	\$ 900.0	\$ 7,586.4	\$ 0.0

All \$ X 1,000

CULVERT REPLACEMENTS ON N239, PYLES FORD ROAD

DESCRIPTION: The culvert on the south end will be replaced with a pre-cast concrete culvert and wingwalls. The remains of the triangular stone culvert will be preserved. The structure will be extended with a pipe and the road barrier will be shifted away from the failed wingwalls and barrier.

JUSTIFICATION: The culvert on the south end is a concrete slab on stone abutments. The abutments are missing several stones and the slab is in a deteriorated condition. The culvert on the north end is a stone triangular shaped structure that has been extended by a pipe. The existing stone wingwalls and barrier have been hit repeatedly and have crumbled.



County: New Castle
Investment Area: Rural
Municipality:
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2007



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE	100% ST							
ROW	100% ST							
C	100% ST		\$ 735.3				\$ 735.3	
TOTAL		\$ 0.0	\$ 735.3	\$ 0.0	\$ 0.0	\$ 0.0	\$ 735.3	\$ 0.0

All \$ X 1,000

GLENVILLE WETLAND BANK

DESCRIPTION: DeIDOT will use these funds to continue its program of property acquisitions and relocations for the residents of Glenville/Stanton Crest along the Red Clay Creek. The department will apply all of these reimbursements, together with the net proceeds of the sale of any vacant lots and surplus housing, to the relevant accounts in the Transportation Trust Fund.

After the completion of the property acquisitions, DeIDOT will investigate the possibility of constructing a wetland mitigation area needed to mitigate wetland impacts from prior projects and a wetland bank for future mitigation of transportation project related wetland impacts.

Remaining work involves the reconstruction of the remaining streets and sidewalks in the Glenville Subdivision as a result of DeIDOT’s Glenville Wetland Bank Project. The project will provide a connector road between Harbeson and East Netherfield.



JUSTIFICATION: The area is in a severe flood plain and is in constant threat of flooding from Red Clay Creek during heavy storms.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Expressways
Functional Category: Preservation
Year Initiated: FY 2005



PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
Wetland Mitigation	PE C	100% FHWA OTHER	\$ 132.5						
Subdivision Improvements	PE/C	OTHER	\$ 75.7						
	TOTAL		\$ 208.2	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

All \$ X 1,000

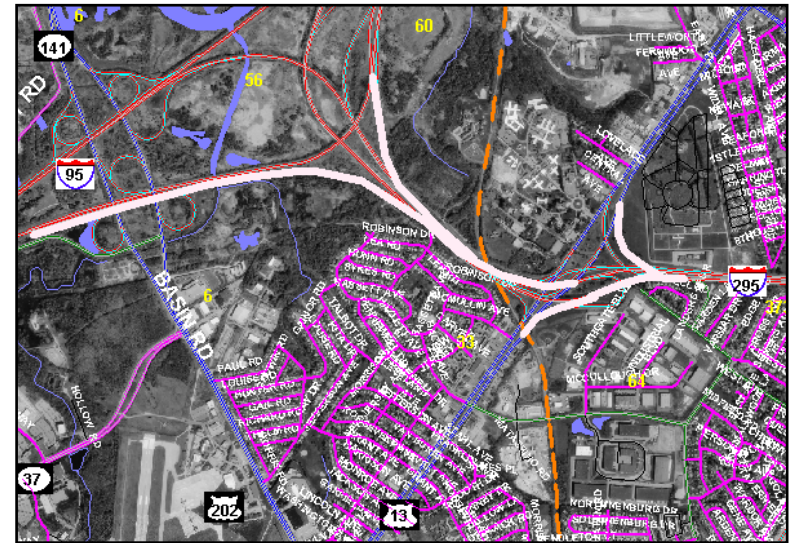
I-295 IMPROVEMENTS

DESCRIPTION: In FY 2000, the Delaware River and Bay Authority (DRBA) began a five to six year rehabilitation project on all approaches and ramps on the west side of the Delaware Memorial Bridge. Construction on the eastbound lanes closest to the bridge was completed in Fiscal Year 2000 and the work closest to the bridge on the westbound lanes is currently under construction.

DelDOT currently maintains I-295 west of bridges 1-008E and 1-008W. DRBA is responsible for the remaining portion on I-295 to and including the Delaware Memorial Bridge. New planned improvements will be a joint effort by DelDOT and DRBA. DRBA will design and manage the improvements with oversight from DelDOT.

Improvements will include:

- DRBA Bridges – These bridges are located over an abandoned railroad. Plans are underway to encapsulate and fill in the area under the bridges. This is projected to save bridge maintenance funds in future years. An agreement between DelDOT and DRBA has been signed that will make DRBA responsible to rebuild the bridges if and when a commuter rail line is constructed. Although there are no current plans to construct a rail line, this does remain a viable option in the future.
- The installation of ten new light standards within the limits of DelDOT maintenance responsibilities for I-295 and US 13. The length of the project is from 1,500 feet west of the interstate connection of northbound I-95/I-295 to 2,400 feet west of US 13.
- A third lane expansion project from SR 141 to SR 9 will address peak periods when the current two-lane configuration is not adequate. This has been modeled, and there are no air quality issues. The length of the project is from I-95/SR 141 interchange to 2,400 feet west of US 13.
- Weave elimination from I-95 to US 13 – a collector and distributor slip ramp with mill and overlay on I-295. DRBA has developed a concept that will solve the existing weave problem from southbound I-95 to eastbound I-295 to southbound US 13. This solution incorporates a collector/distributor ramp and barrier to preclude the weave and offers optional routes to replace the moves eliminated by the barrier. DRBA will remove the current ramps from southbound US 13 to the eastbound bridge and construct a new access which will require motorist to travel further south on US 13, and then make a cross traffic turn to get onto the Delaware Memorial Bridge. DRBA, DelDOT and the Federal Highway Administration (FHWA) engineers have analyzed this traffic volume and believe it is light enough to warrant the new pattern. An overlay and pavement rehabilitation to I-295 will also be done. The length of the project is from the Interstate Connection of northbound I-95/I-295 to 2,400 feet west of US 13. The westbound US 13 to I-95 pavement reconstruction project of I-295 west of US 13 to I-95 will also be completed

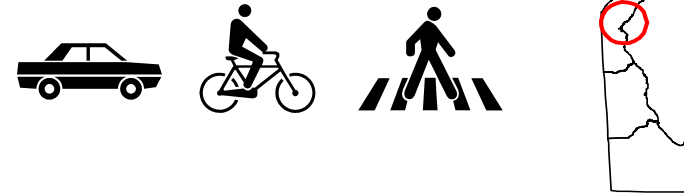


The DelDOT/DRBA agreement will ensure that replacing the existing seven bridges with earth embankment is not a future impediment to potential transit or greenway in the New Castle Industrial Line Corridor that would pass under I-295.

I-295 ROADWAY IMPROVEMENTS (CONTINUED)

JUSTIFICATION: This project will address the difficult traffic weave patterns between I-295 from the Delaware Memorial Bridge to US 13, and I-95 northbound and southbound by elimination of the safety problems in the area.

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



PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
BR 665N/S on US 13 over New Castle Industrial Rail ROW, Farnhurst	PE ROW C	100% ST 80% FHWA 100% FHWA	\$ 78.8 \$ 10.0 \$ 2,027.6	\$ 2,420.5				\$ 2,420.5	
I-295: 3 rd Lane, SR 141 to SR 9	PE	100% ST							
Weave Elimination: I-95 to US 13	PE C	100% ST 100% ST							
I-295 WB: I-295 to US 13	C	100% ST	\$ 2,000.0		\$ 3,000.0	\$ 2,000.0		\$ 5,000.0	
	TOTAL		\$ 4,116.4	\$ 2,420.5	\$ 3,000.0	\$ 2,000.0	\$ 0.0	\$ 7,420.5	\$ 0.0

All \$ X 1,000

INTERSTATE MAINTENANCE

DESCRIPTION: Maintain our interstate highway facilities.

JUSTIFICATION: This project will provide needed maintenance along Delaware’s interstate highways.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Expressways
Functional Category: Preservation
Year Initiated: FY 2009



PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
Drainage	C	100% FHWA	\$ 1,000.0	\$ 1,000.0	\$ 1,070.1			\$ 2,070.1	
Interstate Ramp, Paving and Repair	C	100% FHWA							
Lighting Replacement, I-95	C	100% FHWA	\$ 798.1		\$ 67.8			\$ 67.8	
Lighting Replacement, Interstate	C	100% FHWA	\$ 450.0	\$ 650.0	\$ 940.0	\$ 990.0		\$ 2,580.0	
	TOTAL		\$ 2,248.1	\$ 1,650.0	\$ 2,077.9	\$ 990.0	\$ 0.0	\$ 4,717.9	\$ 0.0

All \$ X 1,000

SR 9, NEW CASTLE AVENUE: 3RD STREET TO HEALD STREET

DESCRIPTION: This project involves the reconstruction of the existing concrete pavement. There will also be some minor operational and safety improvements.

JUSTIFICATION: This roadway has been identified as having deficient pavement.

County: New Castle
Investment Area: Center, Core
Municipality: Wilmington
Funding Program: Road System – Arterial
Functional Category: Preservation
Year Initiated: FY 2008



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PD	80% FHWA				\$ 250.0	\$ 250.0	\$ 500.0	
PE	80% FHWA							\$ 1,000.0
ROW	100% ST							
C	100% ST							
TOTAL		\$ 0.0	\$ 0.0	\$ 0.0	\$ 250.0	\$ 250.0	\$ 500.0	\$ 1,000.0

All \$ X 1,000

TRANSIT FACILITIES PRESERVATION, NEW CASTLE COUNTY

DESCRIPTION: Projects include equipment and facilities to support safe and efficient transit in New Castle County.

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

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



FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 13, 2014

TRANSIT FACILITIES PRESERVATION, NEW CASTLE COUNTY (Continued)

PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
Mid County Operations Facility	C	100% FTA							
Mid County Maintenance Paving	C	80% FTA	\$ 660.0						
Wilmington Administration Center	C	80% FTA	\$ 725.0						
Beech Street Generator	PE C	80% FTA	\$ 25.0	\$ 250.0				\$ 250.0	
D-Marc Relocation Beech Street	C	100% ST	\$ 100.0						
<u>Wilmington Operations Center</u>									
Master Plan		100% ST	\$ 80.0						
FTA State of Good Repair Grant	PD	80% FTA	\$ 207.3						
Bus Wash	PE C	80% FTA			\$ 25.0			\$ 25.0	
Wilmington UST Replacement -	C	80% FTA	\$ 50.0			\$ 625.0		\$ 625.0	
Performance Contract	C C	80% FTA 100% ST	\$ 950.0 \$ 1,500.0	\$ 160.6				\$ 160.6	
	TOTAL		\$ 4,297.3	\$ 410.6	\$ 25.0	\$ 625.0	\$ 0.0	\$ 1,060.6	\$ 0.0

All \$ X 1,000

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT- NCC

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

JUSTIFICATION: Maintain existing transit services.

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



TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT- NCC (Continued)

PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
29' Trolley Replica (1)(2)	PRO	80% FTA				\$ 1,053.5		\$ 1,053.5	
40' Heavy Duty Hybrid Low Floor Buses	PRO	80% FTA				\$ 1,378.1		\$ 1,378.1	
40' Heavy Duty Low Floor Buses (31,32)	PRO	ST FTA	\$ 152.0 \$ 12,915.8	\$ 2,778.8 \$ 11,115.2				\$ 2,778.8 \$ 11,115.2	\$ 2,800.0 \$ 11,200.0
40' Hybrid Buses	PRO	80% FTA					\$ 709.7	\$ 709.7	
30' Low Floor Buses	PRO	80% FTA		\$ 810.2				\$ 810.2	\$ 4,253.4
40' Low Floor Buses		80% FTA	\$ 482.1						\$ 3,420.1
Paratransit buses (34,47,35,27,45,71,41)	PRO	ST FTA	\$ 672.2 \$ 2,688.6	\$ 649.1	\$ 6,016.8	\$ 1,010.1 \$ 4,040.5	\$ 638.3 \$ 2,553.3	\$ 1,648.4 \$ 13,259.7	\$ 1,753.2 \$ 7,012.9
45' Over the Road	PRO	80% FTA				\$ 1,456.7		\$ 1,456.7	\$ 1,545.2
Support Vehicles	PRO	100% ST		\$ 76.3	\$ 87.8	\$ 105.4	\$ 111.5	\$ 381.0	
Unicity Bus	PRO	100% ST	\$ 104.4			\$ 110.8		\$ 110.8	
Preventive Maintenance	PRO	Other FTA	\$ 1,300.0 \$ 5,200.0	\$ 6,500.0	\$ 6,500.0	\$ 1,300.0 \$ 5,200.0	\$ 1,300.0 \$ 5,200.0	\$ 2,600.0 \$ 23,400.0	\$ 2,600.0 \$ 10,400.0
	TOTAL		\$ 23,515.1	\$ 21,929.6	\$ 12,604.6	\$ 15,655.1	\$ 10,512.8	\$ 60,702.1	\$ 44,984.8

All \$ X 1,000

C & D CANAL RECREATION TRAIL, NEW CASTLE COUNTY

DESCRIPTION: The project entails working with Congressional delegation, the Corps of Engineers, New Castle County, and DNREC to develop a recreational trail plan for the federally owned properties along the C&D Canal.

JUSTIFICATION: These improvements enhance multi-modal transportation throughout the state and encourage movement of people and goods through other than single occupant vehicles.

County: New Castle
Investment Area: Rural, Community
Municipality: Delaware City
Funding Program: Road System – Local
Functional Category: Management
Year Initiated: FY 2009



PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
C&D Canal Trail	C	FHWA Other	\$ 143.9						
	TOTAL		\$ 143.9	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

All \$ X 1,000

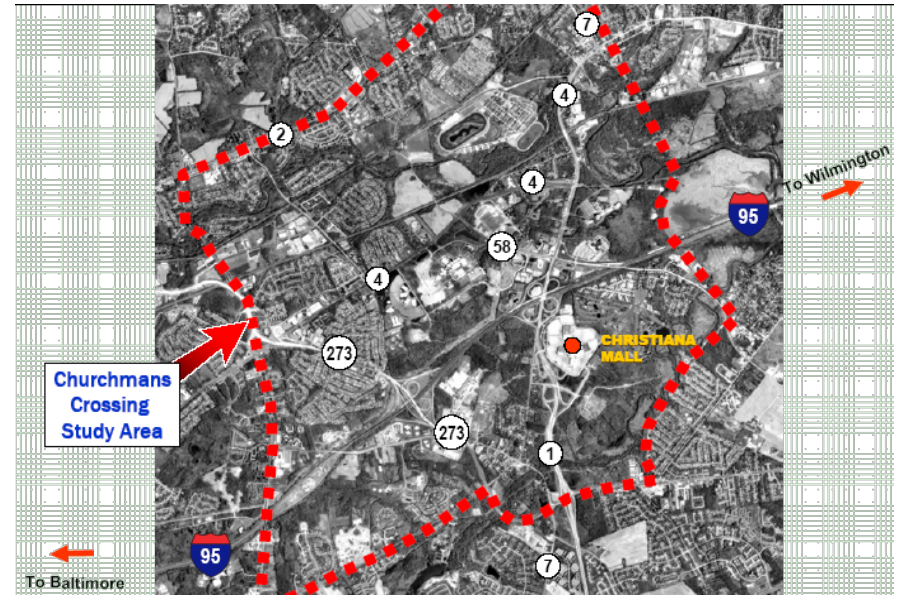
CHURCHMANS CROSSING CORRIDOR

DESCRIPTION: In 1997, in response to increasing area wide intersection congestion, DelDOT, New Castle County, and WILMAPCO completed a transportation / land use plan to achieve the following three goals:

- Enhance the area's quality of life
- Plan for sustainable growth and development
- Provide an opportunity for transportation choices

Recommendations were developed regarding land use, improved intersections, new roadway connections, new pedestrian / bicycle facilities, increased transit options, improved transit facilities, and expanded Travel Demand Management measures. Many transit, intersection, roadway, pedestrian, and bicycle projects have been planned, designed, and constructed in the Churchmans Crossing area. The program components have been monitored and analyzed annually to determine the timing of further improvement triggers.

JUSTIFICATION: Provide engineering support needed to manage the Churchman's Crossing Program. Included in this task is oversight of traffic, land use, transit conditions, and safety conditions within the corridor.



County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System - Arterial Management
Functional Category:
Year Initiated: FY 1996



PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
Program Management	PD	100% ST	\$ 50.0						
	TOTAL		\$ 50.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

All \$ X 1,000

CITY OF NEW CASTLE IMPROVEMENTS

DESCRIPTION:

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

Plan recommendations in the TIP include:

- **City of New Castle Intersections** – The Plan called for rebuilding the intersections of Route 9 at Delaware Street, 6th Street/Chestnut, and 3rd Street to improve pedestrian access and reduce cut-thru traffic. Designs for these intersections, as well as other potential intersection improvements, will be planned.
- **SR 9, River Road Area** - Design will include raising the approaches of SR 9 on either side of the Army Creek bridge to prevent further settling and flooding. Retrofits of the tide gates will be pursued by DNREC.
- **Washington Street** – The improvements will include pedestrian upgrades along Washington Street and continuing onto 7th and South Streets to provide a contiguous route to Battery Park. Safety upgrades at the railroad crossing and minor intersection improvements at the 7th and Washington Street intersection will also be incorporated into the project.



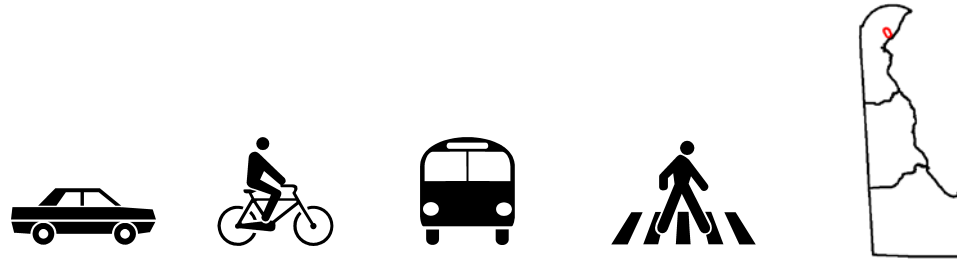
JUSTIFICATION: These intersection improvements were recommended in the *City of New Castle Transportation Plan*, adopted by WILMAPCO in January 2000. The improvements will address the problem of cut-through traffic on residential streets by encouraging traffic to remain on SR 9. A traffic signal and crosswalks will improve connections between historic New Castle and surrounding commercial areas, schools, and housing.

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 13, 2014

CITY OF NEW CASTLE, IMPROVEMENTS (CONTINUED)

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



PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
City of New Castle Intersection	PD PE ROW	100% FHWA 80% FHWA 80% FHWA	\$ 100.0	\$ 160.0	\$ 100.0		\$ 500.0	\$ 160.0 \$ 100.0 \$ 500.0	\$ 250.0
Washington Street	PE ROW C	80% FHWA 80% FHWA FHWA ST	\$ 5.1 \$ 50.0 \$ 3,932.4 \$ 964.3						
SR 9, River Road Flood Remediation	PE	80% FHWA							\$ 1,200.0
	TOTAL		\$ 5,051.8	\$ 160.0	\$ 100.0	\$ 0.0	\$ 500.0	\$ 760.0	\$ 1,450.0

All \$ X 1,000

CLAYMONT SIDEWALKS: MYRTLE AND MANOR AVENUES

DESCRIPTION: This project entails sidewalk improvements for Myrtle and Manor Avenues in Claymont, Delaware. The project consists of proposed sidewalk construction along Myrtle Avenue from the Philadelphia Pike to the I-495 overpass, and along Manor Avenue from the Governor Printz Boulevard to the I-495 pedestrian overpass.

JUSTIFICATION: Projects will provide a safer pedestrian route from the Philadelphia Pike to the Claymont Train Station.

County: New Castle
Investment Area: Core
Municipality:
Funding Program:
Functional Category: Management
Year Initiated: FY 2015



PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
Myrtle Ave. Sidewalks	ROW C	80% FHWA 80% FHWA			\$ 400.0	\$ 1,000.0		\$ 400.0 \$ 1,000.0	
Manor Ave. Sidewalks	ROW C	80% FHWA 80% FHWA				\$ 20.0	\$ 1,000.0	\$ 20.0 \$ 1,000.0	
	TOTAL		\$ 0.0	\$ 0.0	\$ 400.0	\$ 1,020.0	1,000.0	\$ 2,420.0	\$ 0.0

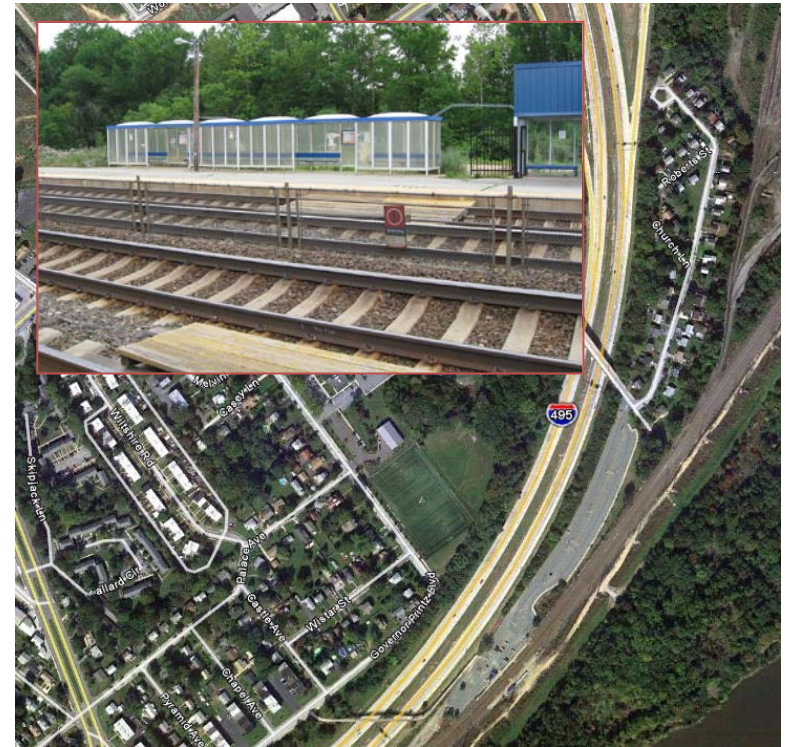
All \$ X 1,000

CLAYMONT TRAIN STATION

DESCRIPTION: These funds are to finance a study of the Claymont Rail Station for Federal Americans with Disabilities Act (ADA) compliance, parking and other site related issues. This project will rehab the chair lift at the Claymont Rail Station.

JUSTIFICATION: The Claymont Rail Station was last upgraded in 1996. This station is heavily used and needs to be updated to properly accommodate the volume of passengers safely and efficiently. The Claymont Rail Station has not been ADA accessible since the chair lift has been inoperable. The heavily used Claymont Station has a need for ADA accessibility.

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



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PD	80% FTA		\$ 200.0				\$ 200.0	
PE	80% FTA			\$ 800.0	\$ 800.0		\$ 1,600.0	
C	100 % ST	\$ 86.9				\$ 1,000.0	\$ 1,000.0	\$ 13,000.0
TOTAL		\$ 86.9	\$ 200.0	\$ 800.0	\$ 800.0	\$ 1,000.0	\$ 2,800.0	\$ 13,000.0

All \$ X 1,000

FASHION CENTER ENTRANCE: ROAD A AND CENTRE BOULEVARD

DESCRIPTION: The improvements for the entrance to the Fashion Center include the addition of a right-in to the Fashion Center off of Ramp T and a full signalized access point opposite Road A. The lane configurations will allow the intersection to operate at acceptable levels of service for the 2030 design year. Included are 2 left turn lanes, 2 through lanes, and a right turn lane on Road A and the Fashion Center Entrance. In addition Ramp S will be widened to 2 lanes.

JUSTIFICATION: DeIDOT entered into a settlement agreement with Frank Acierno on December 8, 2006 which requires DeIDOT to design and construct the entrance to the Fashion Center in accordance with the terms and conditions of the Settlement Agreement. The triggers for DeIDOT action in accordance with the Settlement Agreement have been met and DeIDOT is proceeding with the design and construction of the entrance to the Fashion Center.



County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road
Functional Category: Management
Year Initiated: FY 2013



PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
Fashion Ctr. Entrance	C	100 % ST	\$ 365.3						
Center Blvd. Intersection	C	100% FHWA	\$ 750.0	\$ 750.0				\$ 750.0	
	TOTAL		\$ 1,115.3	\$ 750.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 750.0	\$ 0.0

All \$ X 1,000

GARASCHEs LANE

DESCRIPTION: The Garasches Lane project will provide efficient access and safety for all modes of travel between the Southbridge neighborhood and the Wilmington Riverfront.

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



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



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PD	80% FHWA	\$ 601.1						
PE	100% ST					\$ 300.0	\$ 300.0	
ROW	100% ST							\$ 500.0
TOTAL		\$ 601.1	\$ 0.0	\$ 0.0	\$ 0.0	\$ 300.0	\$ 300.0	\$ 500.0

All \$ X 1,000

GRUBB ROAD: FOULK ROAD TO SR 92, NAAMAN'S ROAD, PEDESTRIAN IMPROVEMENTS

DESCRIPTION: The initial public participation process has been completed that jointly developed a plan for pedestrian movement along the north side of Grubb Road. A concept plan has been completed for this project.

JUSTIFICATION: There is an extensive need for pedestrian improvements along this roadway.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Collectors
Functional Category: Management
Year Initiated: FY 1999



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE ROW C	100% ST 100% ST 100% ST					\$ 75.0	\$ 75.0	\$ 75.0 \$ 400.0
TOTAL		\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 75.0	\$ 75.0	\$ 475.0

All \$ X 1,000

HIGHWAY SAFETY IMPROVEMENT PROGRAM, NEW CASTLE COUNTY

DESCRIPTION: The Highway Safety Improvement Program identifies areas with high concentrations of crashes and develops recommendations to improve identified safety concerns. Projects include:

JUSTIFICATION: Improve safety at high accident locations.



County: New Castle

Investment Area:

Municipality:

Funding Program: Road System – Arterials

Functional Category: Management

Year Initiated: FY 1993

PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
SR 72 and Old Baltimore Pike Intersection	PE	100% FHWA	\$53.0						
	ROW	100% FHWA		\$ 50.0	\$ 50.0			\$ 100.0	
	C	80% FHWA				\$ 800.0		\$ 800.0	
SR2, Pike Creek Rd. to Woodmill Dr.	PE	100% FHWA	\$75.0	\$ 48.0				\$ 48.0	
	ROW	100% FHWA		\$ 75.0	\$ 75.0			\$ 150.0	
	C	80% FHWA				\$1,500.0	\$1,500.0	\$ 3,000.0	
Churchmans Rd., Christiana Hospital to SR 1	ROW	100% FHWA		\$ 20.0				\$ 20.0	
	C	100% FHWA		\$ 300.0	\$ 1,400.0			\$ 1,700.0	
Foulk Rd. and Wilson Rd. Intersection	C	ST FHWA	\$ 11.1 \$ 99.9						
SR 2 and Cleveland Ave. Intersection	PE	80% FHWA							\$ 50.0

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 13, 2014

HIGHWAY SAFETY IMPROVEMENT PROGRAM, NEW CASTLE COUNTY (Continued)

PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
I-95, Carr Rd. & Marsh Rd. Interchange	PE	ST	\$ 11.6	\$ 2.0				\$ 2.0	
		FHWA	\$ 104.4	\$ 18.0				\$ 18.0	
	ROW	100% FHWA		\$ 50.0				\$ 50.0	
	C	100% FHWA			\$ 1,000.0	\$ 2,500.0		\$ 3,500.0	
Mill Creek Rd. and Stoney Batter Rd. Intersection	PE	ST	\$ 21.3						
		FHWA	\$ 52.2						
	ROW	ST	\$ 34.3	\$ 10.0				\$ 10.0	
	C	FHWA	\$ 136.5	\$ 40.0				\$ 40.0	
		80% FHWA		\$ 970.7	\$ 1,802.0			\$ 2,772.7	
Howell School Rd., SR 896 to SR 71	PE	100% ST	\$ 164.8						
	ROW	100% FHWA	\$ 1,000.0						
	C	100% FHWA		\$ 1,000.0	\$ 7,000.0	\$ 2,000.0		\$ 10,000.0	
Old Baltimore Pike and Salem Church Rd.	PE	ST	\$ 5.0						
		FHWA	\$ 45.0						
	ROW	100% FHWA		\$ 300.0				\$ 300.0	
	C	100% FHWA			\$ 1,000.0	\$ 1,000.0		\$ 2,000.0	
Salem Church Rd. at Christiana H.S.	PE	ST	\$ 1.1						
		FHWA	\$ 9.9						
	ROW	ST	\$ 1.0						
	C	FHWA	\$ 9.0						
		100% FHWA	\$ 150.0	\$ 150.0				\$ 150.0	
SR 2 and Red Mill Rd. Intersection	PE	80% FHWA				\$ 600.0	\$ 600.0	\$ 1,200.0	
	ROW	ST							\$ 350.0
		FHWA							\$ 3,150.0
	C	ST							\$ 240.0
		FHWA							\$ 960.0

HIGHWAY SAFETY IMPROVEMENT PROGRAM, NEW CASTLE COUNTY (Continued)

PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
SR 273 and Harmony Rd. Intersection	PE	ST	\$ 31.5	\$ 26.7				\$ 26.7	
		FHWA	\$ 283.5	\$ 240.1				\$ 240.1	
	ROW	ST			\$ 50.0			\$ 50.0	
		FHWA			\$ 450.0			\$ 450.0	
	C	80% FHWA				\$ 500.0	\$ 2,500.0	\$ 3,000.0	
SR 273, Appleby Rd. and Airport Rd. Intersection	PE	ST	\$ 28.6						
		FHWA	\$ 257.7						
	ROW	ST			\$ 50.0			\$ 50.0	
		FHWA			\$ 450.0			\$ 450.0	
	C	ST				\$ 165.0	\$ 165.0	\$ 330.0	
		FHWA				\$ 1,485.0	\$ 1,485.0	\$ 2,970.0	
SR 41 and Hercules Rd. Intersection	C	ST			\$ 239.3			\$ 239.3	
		OTHER		\$ 1,400.0	\$ 1,760.7			\$ 3,160.7	
SR 52 and SR 82 Intersection	C	ST	\$ 187.2						
		FHWA	\$ 1,684.9						
SR 71, Old Porter Rd. to SR 7	PE	ST	\$ 5.0						
		FHWA	\$ 45.0						
	ROW	FHWA	\$ 40.0	\$ 400.0				\$ 400.0	
	C	ST			\$ 50.0	\$ 150.0		\$ 200.0	
		FHWA			\$ 450.0	\$ 1,350.0		\$ 1,800.0	
SR 896 and Old Chestnut Hill Rd. Intersection	PE	ST	\$ 4.8						
		FHWA	\$ 43.5						
	ROW	ST	\$ 3.5						
		FHWA	\$ 31.5						
	C	ST	\$ 40.4						
		FHWA	\$ 450.0	\$ 720.0				\$ 720.0	

HIGHWAY SAFETY IMPROVEMENT PROGRAM, NEW CASTLE COUNTY (Continued)

PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
SR 7 at Skyline Dr. / Mermaid Stoney Batter Rd. Intersection	ROW C	100% ST 100% FHWA	\$ 2.5 \$ 100.0	\$ 750.0				\$ 750.0	
SR 896 and Porter Rd. Intersection	C	ST FHWA	\$ 10.0 \$ 90.0	\$ 50.0 \$ 450.0				\$ 50.0 \$ 450.0	
US 40 and SR7 Intersection	PE ROW C	100% FHWA 100% FHWA 80% FHWA	\$ 50.0	\$ 30.0	\$ 750.0			\$ 30.0 \$ 750.0	
I-495 at Philadelphia Pike	PE ROW C	ST FHWA ST FHWA ST FHWA	\$1.5 \$13.5		\$ 5.0 \$ 45.0	\$ 27.5 \$ 247.5		\$ 5.0 \$ 45.0 \$ 27.5 \$ 247.5	
US 40 at Glasgow Ave.	PE ROW C	ST FHWA 100% FHWA 100% FHWA	\$ 2.5 \$ 22.5 \$ 50.0	\$ 50.0 \$ 225.0				\$ 50.0 \$ 225.0	
	TOTAL		\$ 5,464.7	\$ 7,375.5	\$ 16,627.0	\$ 12,325.0	\$ 6,250.0	\$ 42,577.5	\$ 4,750.0

All \$ X 1,000

MID-COUNTY DMV

DESCRIPTION: Construct new DMV Facility at DTC's Mid-County site in New Castle County to replace existing facility on Airport Road.

JUSTIFICATION: Existing facility is too small and can't be expanded to meet DMV's needs.

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



New Mid-County DMV will have a design similar to the Georgetown location shown above

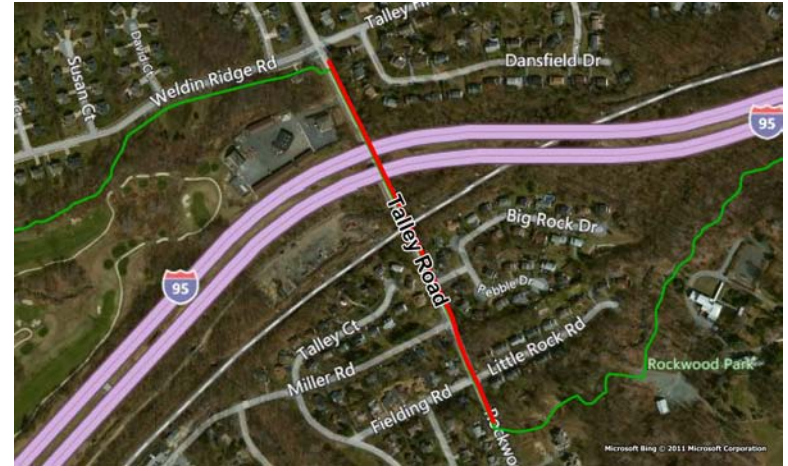
PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PD C	100% ST ST FHWA	\$ 49.8 \$ 12,940.0 \$ 5,100.0	\$ 1,380.7 \$ 647.3				\$ 1,380.7 \$ 647.3	
TOTAL		\$ 18,089.8	\$ 2,028.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 2,028.0	\$ 0.0

All \$ X 1,000

NORTHERN DELAWARE GREENWAY - TALLEY ROAD SECTION

DESCRIPTION: The Northern Delaware Greenway, Talley Road Section project involves the construction of a 10-ft hot-mix greenway path between Weldin Ridge and Miller Road. The proposed 10-ft greenway will be constructed 3-ft behind a new curb along a newly reconstructed roadway. The proposed roadway design decreases shoulder widths from 8-ft to 4-ft and travel lanes widths from 12-ft to 11-ft. The reduced widths attempts to limit the reconstruction footprint and to match the existing roadway characteristics of approaching roads.

JUSTIFICATION: The Northern Delaware Greenway, Talley Road Section is a multiuse pathway identified in DNREC’s Statewide Priority Pathways program. The program prioritizes the funding, and scheduling of the design and construction of greenways statewide. When completed, the Talley Road greenway section will connect two existing greenways, the Rockwood Museum greenway and the Alapocas Run State Park greenway.



County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road
Functional Category: Management
Year Initiated: FY 2013



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
C	100% FHWA	\$ 1,597.5						
TOTAL		\$ 1,597.5	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

All \$ X 1,000

POSSUM PARK RD AND OLD POSSUM PARK RD INTERSECTION

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

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



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



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE	100% ST	\$ 10.0	\$ 39.6				\$ 39.6	
ROW	100% ST							\$ 400.0
C	100% ST							\$ 1,500.0
TOTAL		\$ 10.0	\$ 39.6	\$ 0.0	\$ 0.0	\$ 0.0	\$ 39.6	\$ 1,900.0

All \$ X 1,000

SOUTHERN NEW CASTLE COUNTY IMPROVEMENTS

DESCRIPTION: The joint New Castle County / DelDOT road system study of approximately 101 miles of collector and local roads has recently been completed. This area of Southern New Castle County roughly encompasses boundaries by the Chesapeake and Delaware Canal, the Maryland State Line, the Delaware River and the Middletown surroundings. This area is designated as a sewer service area by New Castle County for phased sewer construction to meet the needs of this rapidly growing area. The study report recommended intersection, road, and operational safety improvements throughout the area. Improvements are to be prioritized and phased in consideration of existing deficiencies, emerging development, and sewer phasing.

Boyd's Corner Rd: Cedar Lane Rd to US 13 - This project will improve Boyd's Corner Road to four 12-foot lanes with 10-foot shoulders and a 20-foot median, using a combination of open and closed drainage system, and building a 10-foot multi-use path on each side of the roadway.

Cedar Lane Rd: Marl Pit to Boyd's Corner - This project will improve Cedar Lane Road to two 12-foot lanes with 8-foot shoulders, open ditch drainage system, 10-foot multi-use path on west side of the roadway, replacement of Bridge 1-401 and Bridge 1-402, and the construction of a roundabout at the intersection of Cedar Lane Road and Marl Pit Road .

Jamison Corner Rd relocated to Boyd's Corner Rd. - This project will relocate Jamison Corner Road to the west connecting with Cedar Lane Road at the southern limits. Proposed improvements include: 1) twelve foot travel lanes with an eight foot shoulder; 2) new intersection into Bayberry Town Center, using a combination of open and closed drainage system; and 3) building a ten foot multi-use path on each side of the roadway.

Lorewood Grove Road (East), 412A to SR 1 - This project will improve Lorewood Grove Road to two 12-foot lanes with 8-foot shoulders, open ditch drainage system, and a 10-foot multi-use path on one side of the roadway, from Road 412A to SR 1.

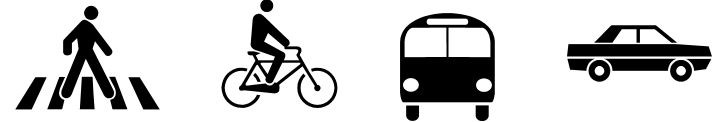
N412A: Hyetts Corner to Lorewood Road - This project will improve Road 412A to two 12-foot lanes with 8-foot shoulders, open ditch drainage system, 10-foot multi-use path on one side of the roadway, a roundabout at the intersection with Hyetts Corner Road, and a roundabout at the intersection with Lorewood Grove Road. Road 412A will also be realigned to create a direct connection between Lorewood Grove Road and Jamison Corner Road.

JUSTIFICATION: To develop projects identified through the US 301 Major Investment Study, carry out the local roads plan, and contribute to the economic development effort to bring jobs south of the Chesapeake and Delaware Canal. The area of New Castle County just below the C & D Canal is expected to experience added congestion and safety issues because of the southern New Castle County Sewer expansion and the associated growth that will occur when the sewer goes online. DelDOT and several other agencies have entered into a memorandum of agreement concerning the need to pace necessary infrastructure in conjunction with planned growth. To respond to the need DelDOT will be planning roadway improvement projects throughout the area.



SOUTHERN NEW CASTLE COUNTY IMPROVEMENTS (Continued)

County: New Castle
Investment Area: Developing
Municipality:
Funding Program: Road System – Local Roadways
Functional Category: Management
Year Initiated: FY 2001



PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
Boyds Corner Rd: Cedar Lane Rd to US 13	PE ROW C	ST ST ST	\$ 45.9						
Cedar Lane Rd: Marl Pit to Boyds Corner	PE C	100% ST OTHER					\$ 200.0 \$ 1, 500.0	\$ 200.0 \$ 1,500.0	\$ 200.0
Jamison Corner Rd relocated to Boyds Corner Rd.	ROW C	100% ST OTHER			\$ 1,000.0 \$ 4,000.0	\$ 3,800.0		\$ 1,000.0 \$ 7,800.0	
Lorewood Grove Road (East), 412A to SR 1	PE ROW C	ST ST ST							
N412A: Hyetts Corner to Lorewood Road	ROW C	100% ST 100% ST	\$ 520.7 \$ 78.9						
	TOTAL		\$ 645.5	\$ 0.0	\$ 5,000.0	\$ 3,800.0	\$ 1,700.0	\$ 10,500.0	\$ 200.0

All \$ X 1,000

SR 141/I-95 INTERCHANGE

DESCRIPTION: Reconfigure the interchange to better accommodate directional traffic; improve ramp connections with I-95; and increase horizontal clearance between through lanes on I-95 and the bridge piers on SR141.

Current projects elements includes:

- SR141 and Commons Blvd - Proposed improvements include constructing an additional left turn lane from Commons Boulevard, constructing additional SR141 through lanes at the intersection and pedestrian and transit infrastructure improvements.
- I-95 and SR141 Ramps G & F Improvements - This project will reconfigure the interchange to better accommodate directional traffic, improve ramp connections with I-95, and increase the horizontal clearance between through lanes on I-95 and the bridge piers on SR 141.



JUSTIFICATION: Decrease congestion and improve safety at the interchange.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Expressways
Functional Category: Management
Year Initiated: FY 2007



PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
Ramps G & F	PE C	80% FHWA 100% FHWA	\$ 1,284.1	\$ 5,000.0	\$ 15,000.0			\$ 20,000.0	
SR141 / Commons Blvd	PE ROW C	80% FHWA 80% FHWA 80% FHWA	\$ 500.0	\$ 500.0	\$ 271.9 \$ 500.0	\$ 3,000.0	\$ 6,000.0	\$ 771.9 \$ 500.0 \$ 9,000.0	
	TOTAL		\$ 1,784.1	\$ 5,500.0	\$ 15,771.9	\$ 3,000.0	\$ 6,000.0	\$ 30,271.9	\$ 0.0

All \$ X 1,000

SR 2, ELKTON ROAD: MARYLAND STATE LINE TO SR 273, DELAWARE AVENUE, NEWARK

DESCRIPTION: This project will include roadway reconstruction and intersection improvement. SR 2 from Delaware Avenue to Casho Mill Road is complete.

JUSTIFICATION: The roadway surface along this area is crumbling and needs a total reconstruction. The area from Amstel Avenue north of SR 273, Delaware Avenue in Newark has been identified as a Highway Safety Improvement Program (HSIP) site.



County: New Castle
Investment Area: Center
Municipality: Newark
Funding Program: Road System – Arterials
Functional Category: Management/ Expansion
Year Initiated: FY 2004



PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
SR 2: MD line to Casho Mill Rd. - Expansion	PE ROW C	100% FHWA 80% FHWA 80% FHWA		\$ 250.0	\$ 250.0	\$ 500.0	\$ 500.0	\$ 500.0 \$ 1,000.0	\$ 20,000.0
SR 2: Casho Mill Rd. to Delaware Ave.	ROW C	OTHER FHWA	\$ 6.2 \$ 50.0						
	TOTAL		\$ 56.2	\$ 250.0	\$ 250.0	\$ 500.0	\$ 500.0	\$ 1,500.0	\$ 20,000.0

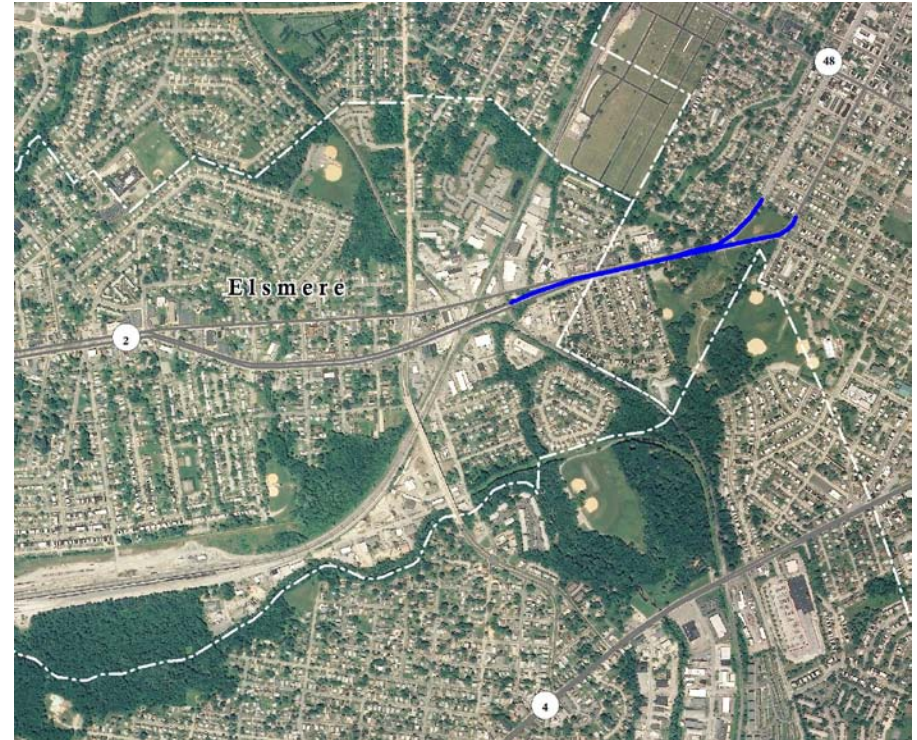
All \$ X 1,000

SR 2, SOUTH UNION STREET: RAILROAD BRIDGE TO SYCAMORE STREET

DESCRIPTION: The project will include the replacement of concrete roadway curbing and sidewalks, and drainage improvements.

JUSTIFICATION: This project will promote multi-modal use and improve safety in the area. This project was delayed during the previously completed Kirkwood Highway project.

County: New Castle
Investment Area: Center
Municipality: Wilmington, Elsmere
Funding Program: Road System – Arterials
Functional Category: Management
Year Initiated: FY 2004



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE	80% FHWA	\$ 17.9						
C	100% FHWA	\$ 3,200.0	\$ 1,191.9				\$ 1,191.9	
TOTAL		\$ 3,217.9	\$ 1,191.9	\$ 0.0	\$ 0.0	\$ 0.0	\$ 1,191.9	\$ 0.0

All \$ X 1,000

SR 4, CHRISTINA PARKWAY FROM SR 2 TO SR 896

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



JUSTIFICATION: This project will improve safety in the area.

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



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE	80% FHWA	\$ 100.0	\$ 100.0	\$ 32.4			\$ 132.4	
ROW	80% FHWA				\$ 300.0		300.0	
C	80% FHWA					\$ 2,000.0	\$ 2,000.0	\$ 18,000.0
TOTAL		\$ 100.0	\$ 100.0	\$ 32.4	\$ 300.0	\$ 2,000.0	\$ 2,432.4	\$ 18,000.0

All \$ X 1,000

SR 72: MCCOY ROAD TO SR 71

DESCRIPTION: The project includes widening SR 72 from one lane in each direction to two lanes in each direction. The project will add a double left turn lane the length of the project. The project will also include the addition of bike lanes and a sidewalk.

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

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



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE ROW C	100% ST 100% FHWA 80% FHWA	\$ \$ 94.1 \$ 500.0	\$ 500.0		\$ 2,000.0	\$ 9,000.0	\$ 500.0 \$ 11,000.0	\$ 2,207.1
TOTAL		\$ 594.1	\$ 500.0	\$ 0.0	\$ 2,000.0	\$ 9,000.0	\$ 11,500.0	\$ 2,207.1

All \$ X 1,000

TRANSIT FACILITIES, NEW CASTLE COUNTY, MANAGEMENT

DESCRIPTION: Projects include relocation of the Christiana Mall Park & Ride and expansion of the Boyds Corner Park & Ride. The Christiana Mall project will entail the development, design and construction of a new park & ride and transit facility around the Road A/Centre Boulevard location. The facility will provide for pedestrians and vehicles as well as buses and other needs for a park & ride transit center. At Boyds Corner, the current 120-space Park & Ride will be expanded to 190-spaces to meet the demands of planned residential development.

JUSTIFICATION: These park and rides meet the short term and long term goals of transit services.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Transit
Functional Category: Management
Year Initiated: FY 2013



PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
Christiana Mall Park & Ride	PD	80% FHWA	\$ 150.0	\$ 337.3				\$ 337.3	
	PE	80% FHWA		\$ 750.0				\$ 750.0	
	ROW	80% FHWA			\$ 1,000.0			\$ 1,000.0	
	C	80% FHWA				\$ 1,250.0	\$ 1,250.0	\$ 2,500.0	
Boyds Corner Park & Ride	ROW	100% ST					\$ 60.0	\$ 60.0	
	C	100% ST							\$ 335.0
	TOTAL		\$ 150.0	\$ 1,087.3	\$ 1,000.0	\$ 1,250.0	\$ 1,310.0	\$ 4,647.3	\$ 335.0

All \$ X 1,000

US 13: DUCK CREEK TO SR 1

DESCRIPTION: This project will implement improvements in accordance with the Town of Smyrna's land use and transportation master planning effort. Improvements include controlled access, sidewalk, bike access, and other amenities.

JUSTIFICATION: These improvements on US 13 are consistent with the Town of Smyrna's land use and transportation master plan.

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



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE C	80% FHWA 80% FHWA					\$ 400.0	\$ 400.0	\$ 1,100.0
TOTAL		\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 400.0	\$ 400.0	\$ 1,100.0

ALL \$ X 1,000

US 13, PHILADELPHIA PIKE: CLAYMONT TRANSPORTATION PLAN IMPLEMENTATION

DESCRIPTION: This project will focus on the area of Claymont from Perkins Run (south of Harvey Road) to I-495. Improvements will consist of safety improvements, streetscaping, pedestrian/bicycle improvements and on-street parking in desirable areas. Extensive community involvement has occurred and a concept plan has been developed.

JUSTIFICATION: This area was originally identified through the HSIP. Extensive community involvement has been going on for two years, and a concept plan is being finalized. Work will support land use planning in Claymont.



County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Arterials
Functional Category: Management
Year Initiated: FY 2005



PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
Claymont Transportation Plan	PE ROW C	80% FHWA 80% FHWA 80% FHWA	\$ 475.0				\$ 150.0	\$ 150.0	\$ 300.0
	TOTAL		\$ 475.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 150.0	\$ 150.0	\$ 300.0

All \$ X 1,000

US 40: MARYLAND LINE TO US 13, CORRIDOR IMPROVEMENTS

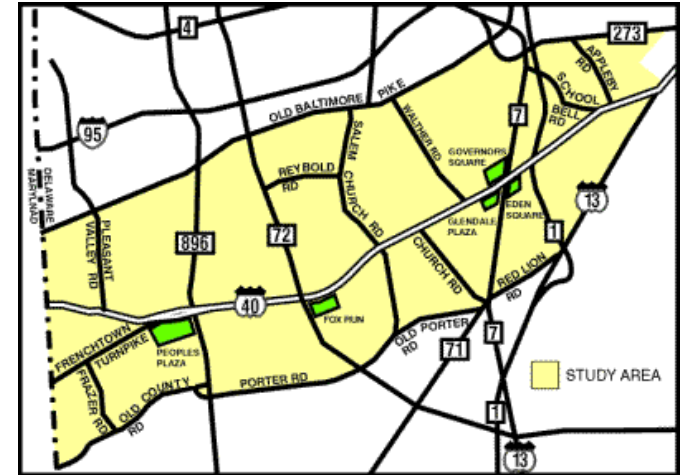
DESCRIPTION: This project implements the recommendations of the Route 40 Steering Committee, a public group that has recommended transportation improvements for the next twenty years, to address planned growth and enhance the quality of life in the Route 40 Corridor. The Committee’s recommendations are found in the Route 40 Corridor 20-Year Transportation Plan dated June 19, 2000.

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

Intersection Improvements:

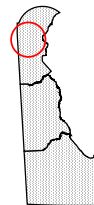
US 40, Pulaski Highway/SR 72, Wrangle Hill Road (Includes Del Laws Road Intersection) – Add northbound/southbound through lanes and eastbound/westbound left-turn lanes which will provide double left-turn lanes at all legs of the intersection to address operational problems at the intersection. This project will also include improvements to the SR 72, Wrangle Hill Road/Del Laws Road Intersection.

US 40 and SR 896 Grade Separated Intersection- The project consists of grade separating the intersection of US 40 and SR 896, taking SR 896 over US 40. The existing entrance to the Bristol Place development will be closed as part of the project due to its proximity to the interchange. It currently has access via George Williams Way.



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

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



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

PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
US 40 Intermodal Study	PD	100% ST	\$ 50.0						
	PE	80% FHWA	\$ 14.5						
US 40 and SR 72	PE	80% FHWA	\$ 450.0	\$ 250.0	\$ 0.6			\$ 250.6	
	ROW	100% FHWA		\$ 2,000.0	\$ 4,500.0	\$ 500.0		\$ 7,000.0	
	C	80% FHWA				\$ 4,000.0	\$ 7,500.0	\$ 11,500.0	
US 40 and SR 896 Grade Separated Intersection	PE	80% FHWA			\$1,000.0	\$1,500.0	\$1,500.0	\$ 4,000.0	
	ROW	80% FHWA							\$ 2,000.0
	TOTAL		\$ 514.5	\$ 2,300.0	\$ 5,500.6	\$ 6,000.0	\$ 9,000.0	\$ 22,750.6	\$ 2,000.0

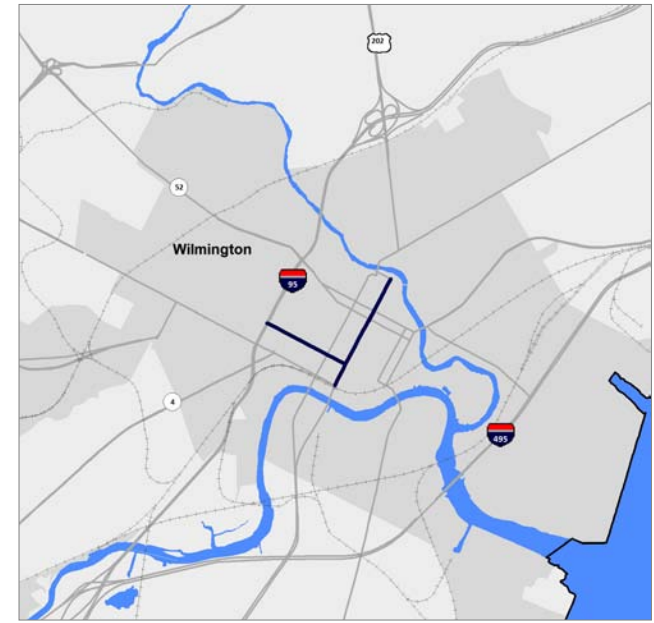
ALL \$ X 1,000

WILMINGTON INITIATIVES

DESCRIPTION:

4th Street, Walnut Street to I-95 – Fourth Street is an important vehicular and transit route. The goal is to improve pedestrian safety of the four-lane roadway and create a transit-friendly environment by constructing bus shelters, improving striping and crosswalk location, and re-constructing sidewalks. Improved signalization will also be done as part of the project.

Walnut Street, MLK to 16th Street - Walnut Street is a major in-bound route to the Central Business District. This project will provide for a new roadway pavement surface, which will then allow for new striping and pavement markings. As a result, lane assignments will be clearer and will facilitate a smoother movement of traffic. The streetscape improvement project's goals are to improve pedestrian safety, provide low-level lighting, and generally beautify the area. This will be done with new sidewalks and decorative crosswalks/new lighting poles and street trees. New state-of-the-art decorative traffic signals will also be erected. These streets are the major transit corridors within Wilmington's Central Business District. It is the project's goal to improve the transit riders' experience, thereby increasing usage. This will be done by installing state-of-the-art bus shelters, making sidewalk and crosswalk improvements and providing better lighting and streetscaping.



JUSTIFICATION: These projects will improve the multi-modal environment between city neighborhoods and employment centers; create a safer vehicular and pedestrian environment; and improve the visual appearance of the streets.

County: New Castle
Investment Area: Center
Municipality: Wilmington
Funding Program: Road System – Arterial, Collector
Functional Category: Management
Year Initiated: FY 2015



WILMINGTON INITIATIVES (CONTINUED)

PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
4 th St., Walnut St. to I-95	PE ROW C	80% FHWA 80% FHWA 80% FHWA			\$ 350.0	\$ 400.0	\$ 500.0	\$ 750.0 \$ 500.0	\$ 1,750.0
Walnut St., MLK to 16 th St.	PE ROW C	80% FHWA 80% FHWA 80% FHWA			\$ 500.0	\$ 500.0	\$ 500.0	\$ 1,000.0 \$ 500.0	\$ 2,500.0
	TOTAL		\$ 0.0	\$ 0.0	\$ 850.0	\$ 900.0	\$ 1,000.0	\$ 2,750.0	\$ 4,250.0

ALL \$ X 1,000

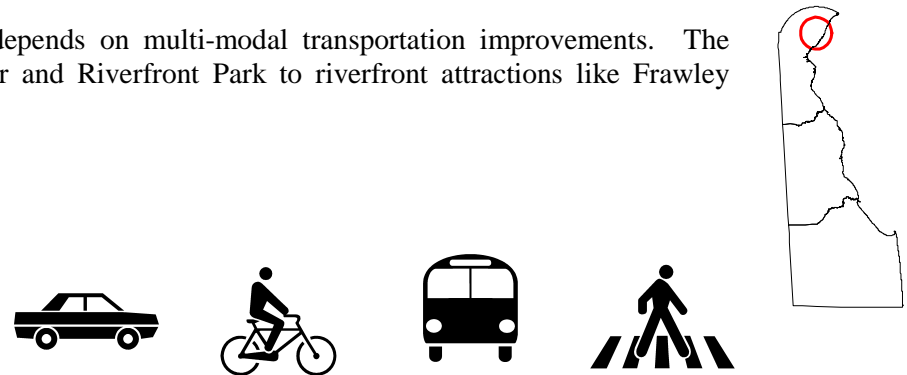
WILMINGTON RIVERFRONT

DESCRIPTION: Improvements include better vehicular access and a more pedestrian-friendly environment. New bridge is proposed to be built over the Christina River. Exact location is not yet defined, but the most logical choice will be from the south of Pod III of the Shipyard Shops, connecting South Market Street, South of the Walnut Street/South Market split. Projects include:

- Wilmington Riverfront Initiatives – The project, in response to Riverfront development opportunities, will supply traffic studies, parking options and transportation concepts. This may include the design of future transportation facilities as well as investigation of existing roadway, structural, and drainage conditions.
- Christina River Crossing – This new multi-modal crossing over the Christina River will add another access point to Wilmington Riverfront attractions and improve access to and from US 13, I-495 and I-95. The project includes the bridge approaches and connections to the existing street grid on both sides of the Christina River.

JUSTIFICATION: The success of Wilmington’s redevelopment of this area depends on multi-modal transportation improvements. The Riverwalk provides a critical pedestrian link from the Wilmington Transit Center and Riverfront Park to riverfront attractions like Frawley Stadium, the Arts Center, Shipyard Shops, restaurants, and entertainment.

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



PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
Riverfront Initiatives	PD	100% ST	\$ 168.0	\$ 156.0	\$ 100.0			\$ 256.0	
Christina River Crossing	PE	FHWA	\$ 1,300.0	\$ 900.0				\$ 900.0	
	ROW C	100% FHWA 80% FHWA	\$ 7,000.0	\$ 4,200.0 \$ 1,000.0	\$ 3,000.0	\$ 16,000.0	\$ 15,900.0	\$ 4,200.0 \$ 35,900.0	\$ 1,000.0
	TOTAL		\$ 8,468.0	\$ 6,256.0	\$ 3,100.0	\$ 16,000.0	\$ 15,900.0	\$ 41,256.0	\$ 1,000.0

ALL \$ X 1,000

WILMINGTON SIGNAL IMPROVEMENTS

DESCRIPTION: Fifty intersections will be addressed by this project. Work will provide ADA accessible curb ramps and establish a new communications link between Wilmington traffic operations and the TMC in Smyrna. The project will provide for traffic circulation and safety improvements for vehicles, bicycles, pedestrians, transit and freight. This project is to be implemented by the City of Wilmington.

JUSTIFICATION: LED’s have been installed throughout Delaware as a cost reducing measure as the incandescent bulbs have a much shorter lifespan than LED’S.

County: New Castle
Investment Area: Center
Municipality: Wilmington
Funding Program: Roadways - Locals
Functional Category: Management
Year Initiated: FY 2008



PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
Signals/ITS	C	100% FHWA	\$ 3.3						
ADA Curb Ramps	PE/ROW/C	Municipal/Local							
	TOTAL		\$ 3.3	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

All \$ X 1,000

I-95: MARYLAND STATE LINE TO I-295

DESCRIPTION: This project will consist of major improvements throughout the area to help alleviate traffic congestion. Previous improvements include a new Churchmans Road Bridge over I-95 and a 5th travel lane from Churchmans Bridge to SR 141

Current projects include:

- SR 1 / I-95 Interchange and Christiana Mall Rd. Bridge and interchange-- Construction of a new multiple-lane interchange will reduce the traffic weaving around the Christiana Mall, SR 1, and I-95 areas. The project will separate out local traffic movements from high speed movements.
- Road A/SR 7-- This project will widen Road A and reconfigure the surrounding intersections to maintain acceptable levels of service along this section of roadway.
- Cavaliers Mitigation --This will consist of building berms and vegetative walls around the Cavaliers Community parallel to I-95.

Completed projects include:

- I-95 Turnpike Toll Plaza Rehab & High Speed E-ZPass-- Build two Highway Speed EZ Pass lanes through the I-95 Newark Toll Plaza.
- I-95 Newark Toll Plaza - Transportation Management

JUSTIFICATION: To reduce traffic congestion in the busy I-95 northeast corridor.

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 13, 2014

I-95: MARYLAND STATE LINE TO I-295 (Continued)

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



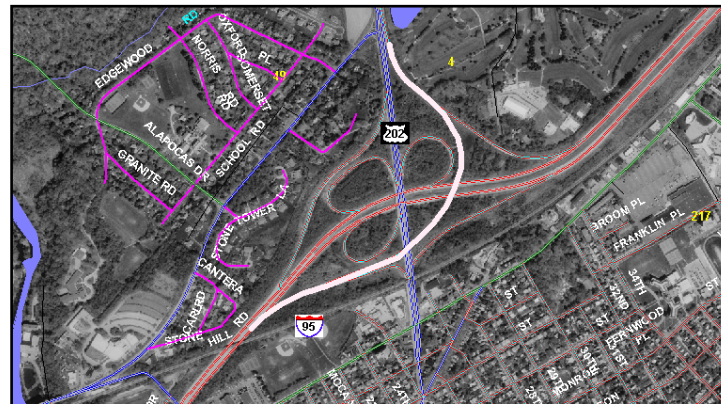
PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
SR 1 / I-95 Interchange and Christiana Mall Rd. Bridge and Interchange	PE	80% FHWA	\$ 17.4						
	C	ST	\$ 6,988.6						
		FHWA	\$ 27,102.0						
Road A/SR 7 Improvements	PD	100% ST	\$ 122.3						
	PE	80% FHWA	\$ 300.0	\$ 1,000.0	\$ 200.0			\$ 1,200.0	
	C	ST				\$ 1,100.0	\$ 1,100.0	\$ 2,200.0	
		FHWA				\$ 4,400.0	\$ 4,400.0	\$ 8,800.0	
Cavaliers Mitigation	PE	80% FHWA	\$ 100.0						
	C	80% FHWA	\$ 500.0	\$ 1,000.0				\$ 1,000.0	
	TOTAL		\$ 35,130.3	\$ 2,000.0	\$ 200.0	\$ 5,500.0	\$ 5,500.0	\$ 13,200.0	\$ 0.0

All \$ X 1,000

I-95 / US 202 INTERCHANGE

DESCRIPTION: Widen the existing ramp from NB I-95 to NB US202 in the I-95/US202 interchange from one to two lanes. Additional ramp improvements will address weaving problems and develop the US 202 gateway into the City of Wilmington. This project was previously referred to as: I-95 Northbound Ramp to US 202.

JUSTIFICATION: Traffic at this ramp backs up at various times during the day onto I-95 as far south as the City of Wilmington. In so doing, it effectively restricts the capacity of two lanes on I-95, where only three exist, and creates a safety problem. With the improvements to US 202 as part of the Blue Ball Properties project, and the widening of this ramp, the capacity and safety issues on I-95 will be eliminated.



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

PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
C	ST FHWA	\$ 2,746.9 \$ 9,235.1	\$ 576.4 \$ 2,305.6				\$ 576.4 \$ 2,305.6	
TOTAL		\$ 11,982.0	\$ 2,882.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 2,882.0	\$ 0.0

All \$ X 1,000

NEW CASTLE COUNTY INDUSTRIAL TRACK GREENWAY

DESCRIPTION: The first phase of the Industrial Track Greenway begins at SR 273 in the City of New Castle and extends just north of Boulden Boulevard. New Castle County will construct Phase 2 of the Greenway, which will extend from the end of Phase 1 to the Christina River. Phase 3 connects Phase 4 of the Industrial Track will begin at the end of Phase 2, cross the Christina River, and connect to the Wilmington Riverwalk.

JUSTIFICATION: Phase 3 will complete the Industrial Track Greenway, a safe, direct, paved and nearly uninterrupted non-motorized travel route extending six miles between Wilmington and New Castle. In addition to being an important transportation and recreational route, the Industrial Track Greenway will serve significant public health and economic development purposes.



County: New Castle
Investment Area: Core/Center
Municipality: Wilmington
Funding Program: Road System – Local
Functional Category: Expansion
Year Initiated: FY 2010



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE	80% FHWA	\$ 300.0	\$ 800.0	\$ 200.0			\$ 1,000.0	
ROW	80% FHWA			\$ 100.0			\$ 100.0	
C	80% FHWA				\$ 6,000.0	\$ 6,000.0	\$ 12,000.0	
TOTAL		\$ 300.0	\$ 800.0	\$ 300.0	\$ 6,000.0	\$ 6,000.0	\$ 13,100.0	\$ 0.0

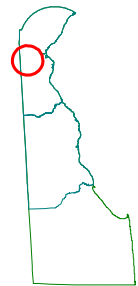
All \$ X 1,000

POMEROY BICYCLE AND PEDESTRIAN PATHWAY

DESCRIPTION: This project will construct a pathway that connects White Clay Creek State Park, downtown Newark, the Newark Transit Hub, the Hall Trail and the relocated Newark Train Station. Funding is a SAFETEA-LU earmark with prior property acquisition used as a local match.

JUSTIFICATION: To promote bicycling and walking.

County: New Castle
Investment Area: Center
Municipality: Newark
Funding Program: Road System - Locals
Functional Category: Expansion
Year Initiated: FY 2007



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
C	100% DISC FHWA	\$ 25.0						
TOTAL		\$ 25.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

All \$ X 1,000

RAIL IMPROVEMENTS: NEW CASTLE COUNTY

DESCRIPTION: DelDOT/DTC contracts with the Southeastern Pennsylvania Transportation Authority (SEPTA) to provide commuter train service to Delaware along the Amtrak Northeast Corridor (NEC). Currently thirty-seven (37) trains provide service between Wilmington and the Philadelphia metropolitan area each weekday. Eighteen (18) of these trains (nine round trips) are extended to serve Fairplay at Churchman's Crossing and Newark. In order to extend additional service to Fairplay and Newark, the following investments are required:

Commuter Rail Cars for SEPTA Service: ARRA funding will provide for the procurement of four new rail cars for SEPTA's Regional Rail service between New Castle County and Philadelphia. These cars were purchased as part of a SEPTA procurement.

Third Track Expansion, Newark to Wilmington: Extension of additional trains between Newark and Wilmington are restricted by a chokepoint south of Wilmington's Biden Station that has only two tracks; most of the NEC in Delaware has three tracks. This also impacts the service reliability and on-time performance of intercity trains. The following infrastructure improvements will remedy the situation and provide unrestricted three-track service between Wilmington and Newark:

- Rehabilitate the Mill Creek bridge span and install scour protection at the four adjacent bridges;
- Install 1.5 miles of new Track 3 and modify tracks in the vicinity of Mill Creek Bridge;
- Install new crossovers at Ragan and Brandy Interlockings;
- Replace existing thru girder bridge at Orange Street in Wilmington; and,
- Realign Track 2 near Orange Street to increase design speed

Newark Regional Transportation Center: The planning and final design for an enhanced and improved passenger rail station in Newark just west of the existing SEPTA rail station. The station will provide Americans with Disabilities Act (ADA)-compliant high-level platforms, expand parking, and provide significantly improved passenger amenities including a station building with bathrooms. Project will be built by two design-bid-build contracts under separate contract numbers. The overall improvements in this location are envisioned to be the first phase of additional potential improvements to the new station. Potential future phases would provide additional improvements to further enhance and expand passenger rail service, including MARC Service and downstate rail.

JUSTIFICATION: These improvements will provide a viable alternative for riders who would otherwise travel to this area by car on I-95, helping mitigate congestion along the I-95 corridor. With the scheduled construction of I-95 from the Christiana Mall to SR141 including a new Churchmans Bridge; I-95 5th Lane, from Churchmans to SR141; and a new interchange at SR 1 and I-95, these improvements will be relied upon to further mitigate traffic off of the I-95 corridor. The original FTA discretionary funding that was "earmarked" to be used on the Steel Wheel Trolley in Wilmington has been used to fund the needs study and concept plan for this project.

RAIL IMPROVEMENTS: NEW CASTLE COUNTY (Continued)

County: New Castle
Investment Area: Center, Core
Municipality: Newark, Wilmington
Funding Program: Transit - Rail
Functional Category: Expansion
Year Initiated: FY 2005



PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
Fairplay Station Elevator	C	80% FTA	\$ 575.5						
Fairplay Station Parking	PE	100% ST					\$ 652.0	652.0	\$ 600.0
	C	100% ST							\$ 6,000.0
Rail Cars	C	100% FTA	\$ 667.8						
Third Track Expansion	PE	80% FTA	\$ 216.0						
	C	ST	\$ 2,685.9	\$ 1,432.3				\$ 1,432.3	
		FTA	\$ 10,743.8	\$ 4,857.1				\$ 4,857.1	
Newark Train Station/ Regional Transportation Center	PE	ST	\$ 240.0						
		FHWA	\$ 960.0						
	ROW	ST	\$ 240.0						
		FHWA	\$ 960.0						
	C	ST		\$ 6,195.0	\$ 6,195.0	\$ 330.4		\$ 12,720.4	
		FHWA	\$ 1,324.5	\$ 8,805.0	\$ 8,805.0	\$ 469.6		\$ 18,079.6	

RAIL IMPROVEMENTS: NEW CASTLE COUNTY (CONTINUED)

PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
NEC: Yard to Ragan	C	80% FTA	\$ 8,935.2	\$ 5,644.2				\$ 5,644.2	
Orange Street Bridge	C	ST	\$ 104.0	\$ 125.5				\$ 125.5	
		OTHER	\$ 3,696.0	\$ 3,304.0				\$ 3,304.0	
	TOTAL		\$ 31,348.7	\$ 30,363.1	\$ 15,000.0	\$ 800.0	\$ 652.0	\$ 46,815.1	\$ 6,600.0

ALL \$ X 1,000

SR 1: TYBOUTS CORNER TO SR 273

DESCRIPTION: This project includes the addition of a third lane in both the southbound and northbound direction along SR 1 from Tybouts corner to just north of SR273 (about 4.5 miles). The northern end of the project will tie into the SR1 & I-95 interchange project. The project will reconstruct the existing concrete pavement that is currently affected by ASR and make other operational and safety improvements. The project will also include the reconfiguration of the SR273 and SR 1 interchange. This interchange has been identified as a Highway Safety Improvement Project.

JUSTIFICATION: The new third lane is needed to address capacity needs along this corridor which include the need to accommodate background traffic growth as well as the new traffic that will be utilizing the new US 301 limited access highway. The concrete roadway is deteriorating and needs to be replaced.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Expressway
Functional Category: Expansion
Year Initiated: FY 2005



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE	80% FHWA	\$ 2,485.5	\$ 5,992.4				\$ 5,992.4	
ROW	100% FHWA	\$ 400.0		\$ 1,000.0			\$ 1,000.0	
C	80% FHWA	\$ 100.0			\$ 15,000.0	\$ 15,000.0	\$ 30,000.0	
TOTAL		\$ 2,985.5	\$ 5,992.4	\$ 1,000.0	\$ 15,000.0	\$ 15,000.0	\$ 36,992.4	\$ 0.0

All \$ X 1,000

SR 299: SR 1 TO CATHERINE STREET

DESCRIPTION: This project will create capacity improvements along SR299 from SR1 to Silver Lake Road by adding an additional through lane in each direction with a center median. Operations will be improved from Silver Lake Road to Catherine Street by adding a two way left turn lane. Bicycle and pedestrian improvements will be added throughout the corridor.



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

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



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PE ROW C	100% ST 80% FHWA 80% FHWA		\$ 500.0	\$ 500.0	\$ 1,000.0	\$ 3,000.0	\$ 500.0 \$ 1,500.0 \$ 3,000.0	\$ 3,500.0
TOTAL		\$ 0.0	\$ 500.0	\$ 500.0	\$ 1,000.0	\$ 3,000.0	\$ 5,000.0	\$ 3,500.0

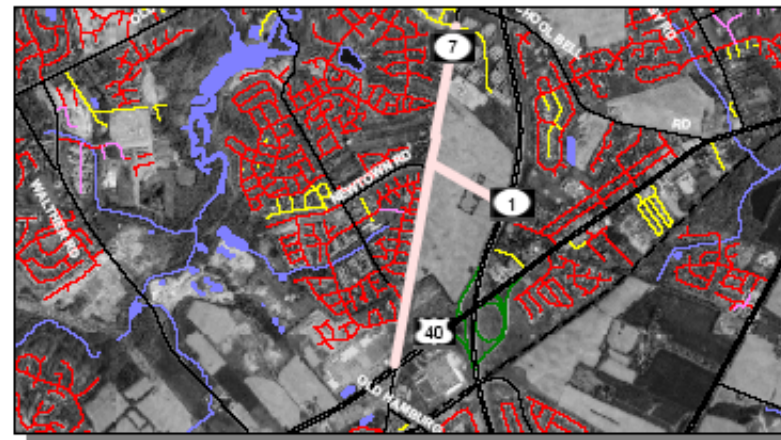
All \$ X 1,000

SR 7, BEAR-CHRISTIANA ROAD AND US 40 AREA IMPROVEMENTS

DESCRIPTION: This project will design and construct transportation improvement to address planned growth in the area along SR 7. The improvements also include preservation of open space and park development. Current roadway improvements include:

- **SR 7: Newtown Road to SR273** will widen SR 7, Bear-Christiana Road from two to four travel lanes, with improvements in pedestrian, bicycle and transit facilities to address congestion and improve mobility.

JUSTIFICATION: The project area has limited infrastructure to support multiple modes of transportation and mitigate congestion. Mobility in the area is limited because of the need to use US 40 and other major roads for many local and through trips. The project area includes all of SR 7, Bear-Christiana Road from south of US 40 to SR273, Frenchtown Pike, including access to SR 1 at Newtown Road.



County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Collector
Functional Category: Expansion
Year Initiated: FY 1999



PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
SR 7: Newtown Rd to SR 273	PE ROW C	100% ST 100% ST ST OTHER	\$ 125.0 \$ 4,120.4 \$ 250.0						
	TOTAL		\$ 4,495.4	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

All \$ X 1,000

TRANSIT VEHICLE EXPANSION – NEW CASTLE COUNTY

DESCRIPTION: Funding is requested to purchase vehicles for expansion and replacement of inventory.

JUSTIFICATION: The investment in transit vehicle expansion is necessary to meet projected transit service demand based on census information.

County: New Castle
Municipality:
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Year Initiated: Annual program



PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
Paratransit buses	PRO	FTA		\$ 891.3	\$ 816.0	\$ 840.8	865.7	\$ 3,413.8	\$ 891.7
		ST		\$ 222.8	\$ 204.0	\$ 210.1	216.4	\$ 853.3	\$ 222.9
45' OTR Bus (2) US 301 Intercounty	PRO	100% FTA			\$ 1,466.9			\$ 1,466.9	
40' Low Floor Buses	PRO	FTA	\$ 1,785.4	\$ 735.7				\$ 735.7	
		ST	\$ 446.3	\$ 183.9				\$ 183.9	
40' Low Floor – 301 MIS	PRO	80% FTA				\$ 1,554.2	\$ 1,554.2		
45' OTR (2) SR 141 Crosstown	PRO	80% FTA		\$ 919.5				\$ 919.5	
	TOTAL		\$ 2,231.7	\$ 2,953.2	\$ 2,486.9	\$ 1,050.9	\$ 2,636.3	\$ 9,127.3	\$ 1,114.6

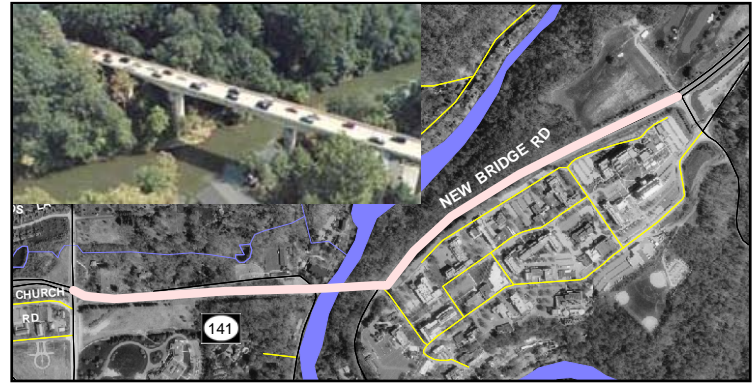
All \$ X 1,000

TYLER MC CONNELL BRIDGE, SR 141: MONTCHANIN ROAD TO ALAPOCAS ROAD

DESCRIPTION: This section of SR 141, New Bridge Road from SR 100, Montchannin Road includes the Tyler McConnell Bridge (TMB). SR 141, New Bridge Road is a four-lane collector - distributor type roadway from I-95 to US 202 except for the TMB two-lane crossing of the Brandywine Valley. SR 141, New Bridge Road is a controlled access roadway from I-95 to SR 2, while the section from SR 2 to US 202 is a limited access roadway, with a number of at-grade intersections.

A Working Group submitted recommendations in 2002 that included short-term and mid/long-term solutions.

JUSTIFICATION: SR141 provides critical access to major employment centers in the corridor, including DuPont and AstraZeneca, among others. Current levels of significant congestion at the bridge are projected to worsen. The existing two-lane crossing of the Brandywine Valley (TMB) will continue to act as a pinch point in the SR141 corridor unless two additional lanes are provided to match the remainder of SR141.



County: New Castle
Investment Area: Community
Municipality:
Funding Program: Road System – Bridges
Functional Category: Expansion
Year Initiated: FY 2001



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PD	100% ST				\$ 500.0	\$ 500.0	\$ 1,000.0	
PE	100% ST							\$ 4,000.0
TOTAL		\$ 0.0	\$ 0.0	\$ 0.0	\$ 500.0	\$ 500.0	\$ 1,000.0	\$ 4,000.0

All \$ X 1,000

US 301: MARYLAND STATE LINE TO SR 1

DESCRIPTION: US 301 has undergone several planning efforts since the early 1960’s. The most recent effort began in 2005, and included extensive public outreach and Environmental Resource Agency coordination. The effort concluded in April 2008, with Federal Highway Administration (FHWA) approval of the Selected Alternative, Green North + Spur Road [the Record of Decision (ROD)]. In 2008, FHWA also authorized right-of-way acquisition and final design (preparation of construction bid documents). Both activities are currently underway and the US Army Corps of Engineers has issued a provisional permit for the US 301 project.

The Selected Alternative, Green North+ Spur Road, includes a new, limited access tolled US 301 with 4-lanes (2 lanes in each direction), from the Maryland Line to SR1, south of the C&D Canal (14 miles). The Spur Road includes 2-lanes (1 lane in each direction) as a limited access toll road on a new location from US301, in the vicinity of Armstrong Corner Road to Summit Bridge (3.5 miles).

Design, right-of-way, and advanced utility relocation activities are in process to position the project to move forward with construction when key factors (traffic, revenues, costs and market conditions) result in an acceptable Plan of Finance to sell Toll Revenue Bonds that minimize risk to the State and the Transportation Trust Fund. Several funding concepts are being explored by DelDOT for this project. In the financing of US 301, DelDOT seeks to minimize use of state Transportation Trust Fund revenue and have those who use new US 301 pay for the construction, while preserving DelDOT’s credit rating and capacity. DelDOT has proposed a revised funding concept that utilizes minimal TTF revenues, federal funds and two types of debt financing. The two types of bonds include:

- GARVEE bonds secured by federal reimbursements to fund the completion of remaining design and right-of-way activities.
- Toll revenue bonds secured by US 301 toll revenues to fund construction.

Use of Toll Bonds would require approval by the Delaware General Assembly.

JUSTIFICATION: Existing road lacks capacity for current and future traffic volumes and appears almost yearly on DelDOT’s list of high crash locations.

County: New Castle
Investment Area: Developing
Funding Program: Road System – Arterials
Functional Category: Expansion
Year Initiated: FY 2004



★ Interchange Locations

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

PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
Audit	ST FHWA	\$ 5,000.0	\$ 2,000.0 \$ 50.0	\$ 2,371.8	\$ 1,000.0		\$ 5,371.8 \$ 50.0	
PE	ST	\$ 208.8						
ROW	ST				\$ 10,000.0	\$ 2,000.0	\$ 12,000.0	
C	Toll Bond ST	\$ 20,000.0 \$ 3,177.2	\$ 136,105.0 \$ 4,925.0	\$ 139,504.0 \$ 2,050.0	\$ 73,190.0	\$ 56,065.5	\$ 404,864.5 \$ 6,975.0	\$ 56,065.5
GARVEE Debt	FHWA	\$ 10,197.6	\$ 11,770.3	\$ 10,986.3	\$ 10,993.9	\$ 10,988.8	\$ 44,739.3	\$ 21,970.8
TOTAL		\$ 38,583.6	\$ 154,850.3	\$ 154,912.1	\$ 95,183.9	\$ 69,054.3	\$ 474,000.6	\$ 78,036.3

All \$ X 1,000

FHWA: Federal Aid Highway Funds (restrictions on use)

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

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

WESTOWN

DESCRIPTION: Projects will support recent and future development in Southern New Castle County. A tri-party agreement between Westown, DelDOT and Middletown coordinates the development with needed infrastructures. Current projects include:

- Wiggins Mill Road – The proposed improvements include road widening from Green Giant Road to St. Anne’s Church Road (about .86 miles), and replacement of a substandard culvert. The road would be widened to incorporate 11-foot travel lanes and 5-foot shoulders/bike lanes. Additionally, drainage would be addressed through roadside swales. This program would coordinate private development construction and necessary infrastructure improvements, including public utilities.

JUSTIFICATION: Projects are needed as a result of recent and future development.

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



PROJECT	PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
Program Management	PD	100% ST							
Wiggins Mill Rd: Green Giant Rd to St. Anne’s Road	PE	OTHER							\$ 10.0
	TOTAL		\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 10.0

All \$ X 1,000

WILMINGTON TRANSIT HUB

DESCRIPTION: This project will study and propose a location and design for a Wilmington Transit Hub.

JUSTIFICATION: To alleviate the concerns associated with Rodney Square crowding, layovers and community issues by increasing bus capacity at a new Transit Center in downtown Wilmington.

County: New Castle
Investment Area: Center
Funding Program: Transit System
Functional Category: Expansion
Year Initiated: FY 2006



PHASE	FUNDING	CURRENT 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2015-18 TOTAL	FY 2019-20 TOTAL
PD	100% ST		\$ 400.0	\$ 400.0			\$ 800.0	
PE	80% FTA					\$ 740.0	\$ 740.0	\$ 740.0
ROW	80% FTA							\$ 3,000.0
TOTAL		\$ 0.0	\$ 400.0	\$ 400.0	\$ 0.0	\$ 740.0	\$ 1,540.0	\$ 3,740.0

All \$ X 1,000