

Transportation Improvement Program

Fiscal Years 2015-2018



WILMAPCO

Partners with you in transportation planning

Adopted March 13, 2014

FY 2015-2018 Transportation Improvement Program (TIP)

Prepared by the staff of the
Wilmington Area Planning Council

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Adopted March 13, 2014

CONTACT LIST

The WILMAPCO Transportation Improvement Program (TIP) is created in cooperation with many state and local agencies. If you have questions regarding any projects or suggestions for future projects, please contact the appropriate agency below.

| Agency | Responsible For: | Address | Phone Number | Website |
|--|---|---|----------------|--------------------------|
| WILMAPCO | Regional transportation planning agency in Cecil County, Maryland and New Castle County, Delaware | 850 Library Ave. Suite 100 Newark, DE 19711 | (302) 737-6205 | www.wilmapco.org |
| Delaware Agencies | | | | |
| City of Wilmington Department of Public Works – Transportation Division | Maintains and repairs all City streets, traffic signals, street lights, and street signs | Wilmington Dept of Public Works Louis L. Redding City/County Bldg. 800 N. French Street Wilmington, DE 19801 | (302) 576-3060 | www.ci.wilmington.de.us |
| DelDOT | Constructs, maintains, and repairs most of Delaware's roads, sidewalks, bike paths, traffic signals and street signs | DelDOT External Affairs P.O. Box 778 Dover, DE 19903 | (800) 652-5600 | www.deldot.gov |
| DE Transit Corporation (DART First State) | Provides bus, Paratransit, and passenger rail services (SEPTA service) in Delaware | 900 Public Safety Blvd. Dover, DE 19711 | (302) 652-DART | www.dartfirststate.com |
| Maryland Agencies | | | | |
| Cecil County Department of Public Works – Road Maintenance Division | Maintains and repairs all County roads, mows roadway shoulders and agricultural ditches, and makes minor bridge repairs | Cecil County Department of Public Works 200 Chesapeake Blvd. Elkton, MD 21921 | (410) 996-6270 | www.ccgov.org |
| Maryland State Highway Administration (SHA) | Constructs and maintains Maryland's state roads, sidewalks, traffic signals & street signs | MD State Highway Administration 707 North Calvert Street Baltimore, MD 21202 | (888) 204-4828 | www.sha.state.md.us |
| "The Bus" Cecil County Transit | Provides transit service in Cecil County | Cecil County Dept. of Senior Services and Community Transit 200 Chesapeake Blvd. Elkton, MD 21921 | (410) 996-5295 | www.ccgov.org/dept_aging |
| Maryland Mass Transit Administration (MTA) | Operates the MARC system, light rail, Metro Subway and bus routes in Maryland | MD Mass Transit Administration 6 St. Paul Street Baltimore, MD 21202 | (800) 543-9809 | www.mtmaryland.com |

Table of Contents

| | |
|--|--------|
| Introduction..... | i |
| Public Participation Process..... | iii |
| The TIP Process | iv |
| How It's Organized..... | v |
| Performance Based Planning and the TIP | vi |
| Project Prioritization Process..... | viii |
| TIP Summary Tables | x |
| Integrating the Congestion Management System | xxi |
| Addressing Transportation Equity | xxviii |
| Comparison of FY2014 TIP, Amended 9/2013 with DRAFT FY 2015 TIP..... | xxv |
| Project Maps | xxxii |
| Sample TIP Project Page | xxxiv |

Project Listing

| | |
|----------------------------------|-----|
| Delaware Statewide Element | 1-1 |
| New Castle County Element..... | 2-1 |
| Cecil County Element..... | 3-1 |

Appendices

| | |
|---|-----|
| Glossary of Acronyms | A-1 |
| WILMAPCO Council Resolutions and Staff Organizational Chart | B-1 |
| Air Quality Conformity..... | C-1 |
| Financial Plan..... | D-1 |
| TIP Development and Amendment Process | E-1 |
| Prioritization and Project Submissions | F-1 |
| Public Comments | G-1 |
| Alphabetical Index of Projects..... | H-1 |

Introduction

The **Wilmington Area Planning Council** (WILMAPCO) is the metropolitan planning organization (MPO) for New Castle County, DE and Cecil County, MD. It is designated by the governors of both states to plan for, coordinate, and program the many transportation investments in the region. Under federal law and regulation, all plans and programs that involve federal funds or are of regional significance must be reviewed and approved through WILMAPCO. This document, the **Fiscal Year (FY) 2015-2018 Transportation Improvement Program** (TIP), provides a listing of all the transportation projects that will be funded in our region over the next four years.

WILMAPCO is responsible for developing a TIP in cooperation with the Maryland Department of Transportation (MDOT), the Delaware Department of Transportation (DelDOT) and affected transit operators. Under the planning requirements of MAP-21, a collaborative process has been developed wherein state, county and local governments and transportation providers are partners in the planning and programming process and the public has a voice. The program should be updated at least every four years and shall be approved by the MPO and the Governors of each state. WILMAPCO typically adopts a revised TIP annually, and may periodically amend the TIP.

This TIP represents a continued shift from the traditional highway building emphasis of prior years to a more multi-modal approach to transportation planning and programming. Many of the projects provide an increase in transit facilities, an expansion in the network of sidewalks, bike paths and greenways and an improvement in the appearance of all transportation designs. The mandates of MAP-21, the Clean Air Act and its Amendments and, most importantly, your vision for this region, require that more emphasis be placed on system preservation and management. This TIP is consistent with the vision of WILMAPCO's *2040 Regional Transportation Plan*.

TIP Terms

MAP-21 - Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by on July 6, 2012. Funding surface transportation programs at over \$105 billion for FY 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since SAFETEA-LU in 2005. The law requires public involvement and incorporation of multimodal alternatives into the transportation decision making process. (Predecessor: SAFETEA-LU, TEA-21 and ISTEA).

MPO - Metropolitan Planning Organization: A federally designated, locally governed agency charged with developing long range transportation plans and programming federal transportation funds for specific metropolitan areas. WILMAPCO is this region's MPO.

TIP – Transportation Improvement Program: a document containing the transportation investments proposed over the next four years for New Castle County, Delaware and Cecil County, Maryland.

WILMAPCO – Wilmington Area Planning Council: the metropolitan planning organization for New Castle County, DE and Cecil County, MD.

WILMAPCO Council – Comprised of representatives of Delaware and Maryland including a representative of Cecil County municipalities, a representative of New Castle County municipalities, a Cecil County Commissioner, the New Castle County Executive, a Maryland Governor's appointee, a Delaware Governor's appointee, the Mayor of Wilmington, the Secretary of DelDOT, and the Director of the Delaware Transit Corporation.

(For a complete glossary of terms, see Appendix A)





Air quality is also very important in the region. The Clean Air Act Amendments of 1990 stipulate that projects in the TIP must not lead to any further degradation in the region's air quality, but instead should begin to improve the air and contribute to attainment of the region's emission budget. The TIP also needs to be financially constrained which means a financial plan has to be developed to demonstrate funding sources for the projects in the TIP. This TIP has been found to be air quality conforming and financially constrained.

WILMAPCO develops its TIP annually by receiving submissions from its member agencies: DelDOT, MDOT, municipalities, and county officials. The projects are ranked according to how well they reflect the strategies in our long-range plan. The public is kept involved and informed throughout the process. WILMAPCO held a workshop, on February 24, 2014 to receive public comments regarding the proposed program. WILMAPCO participated in MDOT's annual Tour meeting in October to review the slate of new projects with members of the public and elected officials. After the public hearings, WILMAPCO presented the TIP to its Technical Advisory Committee (TAC) and Public Advisory Committee (PAC) for their recommendation and, finally, to the Council. The WILMAPCO Council voted to adopt the FY 2015-2018 TIP on March 13, 2014. The TIP will now become part of Delaware and Maryland's Statewide Transportation Improvement Program to be presented to the Governors and Legislators of each state.

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


Developing the FY 2015-2018 Transportation Improvement Program

Process and Schedule – Summary

- | | |
|-----------------------|--|
| January-March 2013 |  Staff meets upon request with local government and community groups to discuss transportation needs. |
| April-May | <ul style="list-style-type: none"> • Staff develops technical score based upon adopted prioritization criteria • TAC proposes project prioritization • Air Quality Subcommittee reviews project list • Council reviews community and committee comments and votes on proposed ranking |
| August |  Ranked project listing to submitted DelDOT Joint public workshop with DelDOT and the Council on Transportation |
| January-March 2014 |  TIP & Air Quality Conformity released for public comment January 13-March 4 (including local government/public outreach). <ul style="list-style-type: none"> • Revise TIP based on public comments • AQ (Feb. 13)/TAC (Feb. 20)/PAC (Feb. 24) recommendation for adoption  TIP Public Workshop – February 24. 4 -7 p.m. <ul style="list-style-type: none"> • Council adoption of FY 2015-18 TIP (March 13) |

Amending the TIP – Summary

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

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

 Indicates best opportunities for public comment

Public Participation Process

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

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

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

When and How the Public Gets Involved

August

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

January - March

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

Ongoing

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



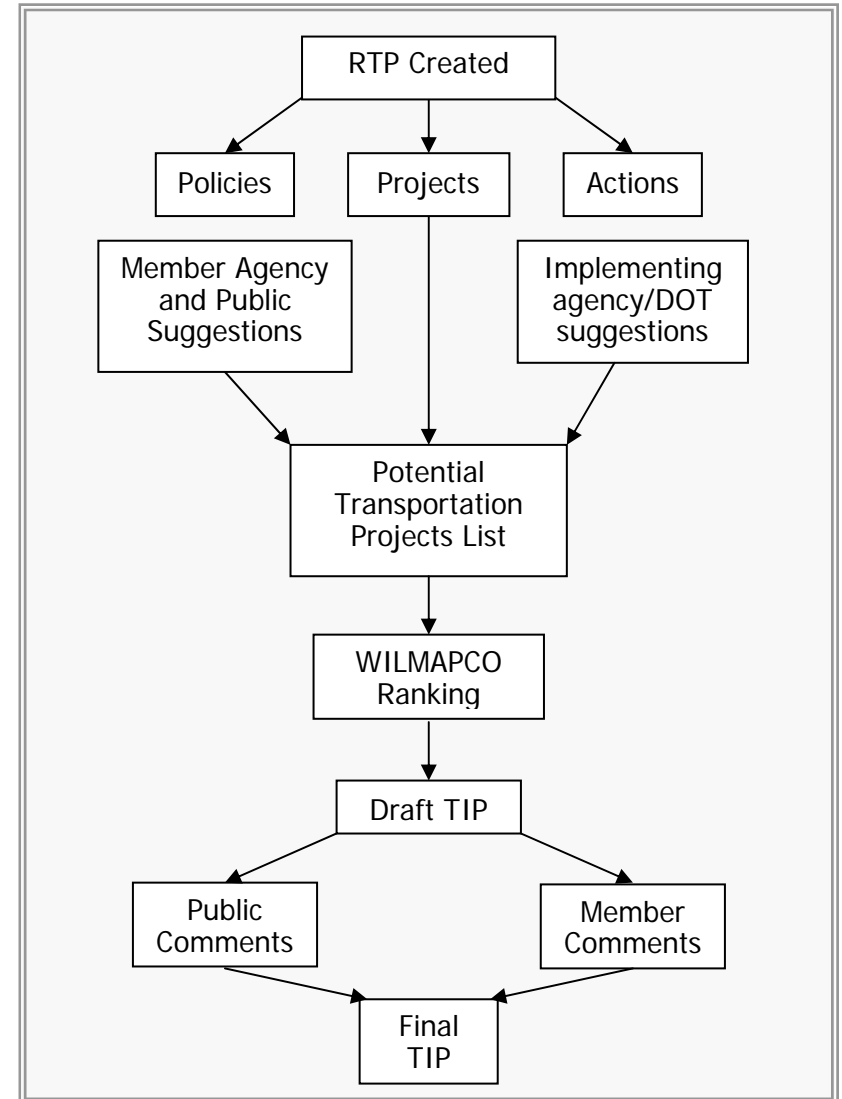
The TIP Process

How It Works

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

First, WILMAPCO creates a long-range plan, currently known as *the 2040 Regional Transportation Plan* (RTP). This plan is the culmination of many months of effort involving WILMAPCO staff, member agencies and the public to develop a vision for the region we all can embrace. The RTP summarizes the transportation trends, investments and goals for the next 20 years. It indicates certain areas that need our attention, ranging from gaps in our transportation system, to congested regions in need of relief, to far reaching issues such as air quality or land use planning. From this, we recommend projects or policy changes that need to be undertaken in the coming years.

Transportation projects identified in our RTP are then combined with submissions from local governments, county governments, the public and the DOT's to form a potential transportation project list. These projects are then ranked by WILMAPCO's Technical Advisory Committee and a draft TIP is created. The draft TIP is made available to the public at several points during the process; a document then emerges that can be agreed upon by Council.



How It's Organized

The TIP has a **Delaware Statewide** element (for which New Castle County funding is not broken out), a **New Castle County** element and a **Cecil County** element. Within each element, the projects are separated by category and alphabetized within categories.

Projects within each element are arranged by the following categories:

- System Preservation
- System Management
- System Expansion

Following the project information are the Appendices which contain a glossary, information about WILMAPCO, and details on the analysis undertaken to ensure the TIP meets federal regulations. The final section provides an alphabetical listing of all the projects listed in the FY 2015-2018 TIP.

TIP Terms

System Preservation - maintains and preserves the existing transportation infrastructure including bridges, pavement, rail lines and existing roads. It also funds equipment replacement and operational costs.

System Management - sustains service level through management techniques and improvements to items such as coordinated signals, intersection improvements, streetscaping, transit facilities and sidewalks.

System Expansion - provides new or expanded services and infrastructure. This includes projects such the development of new roadways and transit services, highway interchanges and addition of road lanes.

Performance Based Planning and the TIP

Performance based planning is an emphasis of MAP-21, which includes seven performance goals promoted through the TIP. MAP-21 requires MPOs to establish and use a performance-based approach to transportation decision making and development of transportation plans. MAP-21 also requires that the TIP include a description of its anticipated effect toward achieving the established performance targets, linking investment priorities to those performance targets.

WILMAPCO is working to establish performance targets that address the MAP-21 surface transportation performance measures in coordination with DelDOT and MDOT and through our RTP update process.

WILMAPCO's TIP links performance based planning with project implementation in a number of ways.

| Goal area | National goal | Promoted through the TIP |
|--|--|--|
| WILMAPCO Goal: Improve Quality of Life | | |
| Safety | To achieve a significant reduction in traffic fatalities and serious injuries on all public roads | Safety, along with preservation of existing infrastructure, is a top funding priority for the TIP. The TIP promotes projects to fund safety areas identified through the Delaware and Maryland Strategic Highway Safety Plans as well as through the ongoing analysis of crash frequencies and rates to identify and address high crash locations. |
| Environmental sustainability | To enhance the performance of the transportation system while protecting and enhancing the natural environment | Appendix C contains the results of the Air Quality Conformity Analysis performed on the TIP. This analysis measures anticipated air pollution emissions from regional transportation and measure the anticipated impact on the TIP toward achieving our air quality goals. Other measures are tracked by DelDOT and MDOT with funding for analysis and mitigation funded through the TIP proper maintenance of storm water discharge systems, wetland mitigation monitoring, and environmental impact analysis and mitigation for individual projects as needed. |
| WILMAPCO Goal: Efficiently Transport People | | |
| Infrastructure condition | To maintain the highway infrastructure asset system in a state of good repair | System preservation, along with safety, is a top funding priority for the TIP. Maryland and Delaware assess infrastructure through their Bridge Management System and Pavement Management System to monitor conditions and identify needed preservation early, rather than later when maintenance may be more costly. |
| Congestion reduction | To achieve a significant reduction in congestion on the National Highway System | The WILMAPCO Congestion Management System collects and analyzes data to identify the most congested locations and identify cost effective measures to address the congestion for inclusion in the TIP. |
| System reliability | To improve the efficiency of the surface transportation system | Projects fund efficiency improvements using intelligent transportation system technologies along priority corridors. Maryland's CHART program and Delaware's DelTRAC program provide data collections and real time monitoring of priority corridors. |

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 13, 2014

| Goal area | National goal | Promoted through the TIP |
|--|--|--|
| Reduced project delivery delays | To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices | Every Day Counts program seeks to speed project completion through a variety of means including expedited contractor procurement, design-build projects, and innovative construction methods and paving materials. |
| WILMAPCO Goal: Support Economic Growth Activity and Good Movement | | |
| Freight movement and economic vitality | To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development | Regional freight planning has identified bottleneck locations along key corridors. Bottlenecks are a factor in the WILMAPCO project prioritization process. |

The WILMAPCO Regional Progress Report measures actions and results towards implementing the RTP and achieving our region's goals. Measures relating to the TIP in the Regional Progress Report include:

- Funding for traffic calming by year
- Expansion projects in Rural Transportation Investment Areas (TIAs)
- Funding in Environmental Justice Areas
- Percent of funding dedicated to system preservation
- Municipal Street Aid funding by year
- TIP projects for Park and Rides
- TIP funding for multimodal projects
- Implementation of Complete Streets through the TIP
- TIP funding for transit projects
- TIP funding by TIA
- TIP projects along Congestion Management System (CMS) Corridors

Project Prioritization Process

How Projects Are Prioritized

To determine what projects should be included in the TIP; a prioritization process was developed by a subcommittee of the TAC and approved by WILMAPCO Council on May 11, 2006. Under federal law, WILMAPCO is responsible for prioritizing and programming all projects that are regionally significant and receive federal funds; while the states retain responsibility for other statewide projects and state funded projects. The TIP must include a priority list of projects to be carried out in the next four years.

Preservation of existing infrastructure is WILMAPCO's greatest priority. For management and expansion projects, the process connects the prioritization criteria with WILMAPCO goals, simplifies the ranking process, and maximizes use of existing data. In a typical year, the process will prioritize program development projects, to influence projects going into the statewide TIPs at an earlier stage. This year, we prioritized both funded and unfunded projects for both the TIP and RTP.

A summary 4-step project prioritization process is included on the following page; the complete process is in the Appendix. First, projects are screened for consistency with the RTP and state and local transportation and land use plans. If projects are consistent, staff calculates a technical score based upon the strategies in the RTP. Then, the Technical Advisory Committee reviews the technical score for its accuracy and submits comments for Council consideration. Council ranks the projects, considering the technical scoring and other relevant issues. This ranking is then shared with the DOT's for their use in developing statewide priorities.

Factors used to rank TIP projects:

- Air Quality
- Environmental Justice/Equitable Access
- Congestion
- Safety
- Transportation Justice
- Freight
- Local/private Funding
- Support for Economic Initiatives

Prioritization Process

Provides a quantitative method to compare projects

- Criteria based on the goals of our long-range Regional Transportation Plan (RTP)
- Process was adopted by WILMAPCO Council on May 11, 2006
- Ranked projects get submitted to DeIDOT/MDOT for use in their statewide process

STEP 1:

Apply screening criteria

- Projects reviewed for consistency with RTP and local, county and state transportation plans and land use plans.
- If not consistent, it will not be ranked or the RTP must be amended.

STEP 2:

Technical score

- Staff calculates a score for each project based on the goals and objectives of the RTP
- Criteria are designed to be objective measures using data available to WILMAPCO.

STEP 3:

TAC review

- Technical Advisory Committee (TAC) reviews technical scoring for accuracy and prepares comments for Council consideration

STEP 4:

Council ranks submissions

Council considers:

- Technical score
- TAC comments
- Cost effectiveness
- Urgency of project
- Other considerations

Goals and Criteria:

Improve Quality of Life

Air Quality: Project expected to improve air quality by

- Reducing emissions
- Reducing vehicle miles traveled
- Not adding capacity
- Increasing access to non-auto modes

Environmental Justice: Project enhances environment in location with high percentage low-income or minority residents

Safety: Project addresses high accident location based on the absolute number of crashes and the rate at which crashes occur

Efficiently Transport People

Congestion: Project addresses congested area

- Points are awarded for projects addressing areas with Level of Service E or F/areas identified in the Congestion Management System
- For projects within these congested areas, additional points may be awarded based on:
 - Average Annual Daily Traffic
 - Transit Use

Transportation Justice: Project improves mobility and eases access to transit and other transportation choices for zero-car households, elderly and persons with disabilities

Support Activity & Goods Movement

Freight: Project supports major freight routes, based on identified truck route bottlenecks

Economic Development: Project supports economic development including adding or improving access to brownfields, major employment centers, and existing communities based on defined Delaware State Strategies and Maryland Priority Funding Areas

Funding Contribution: Local and/or private commitment demonstrated through funding contribution

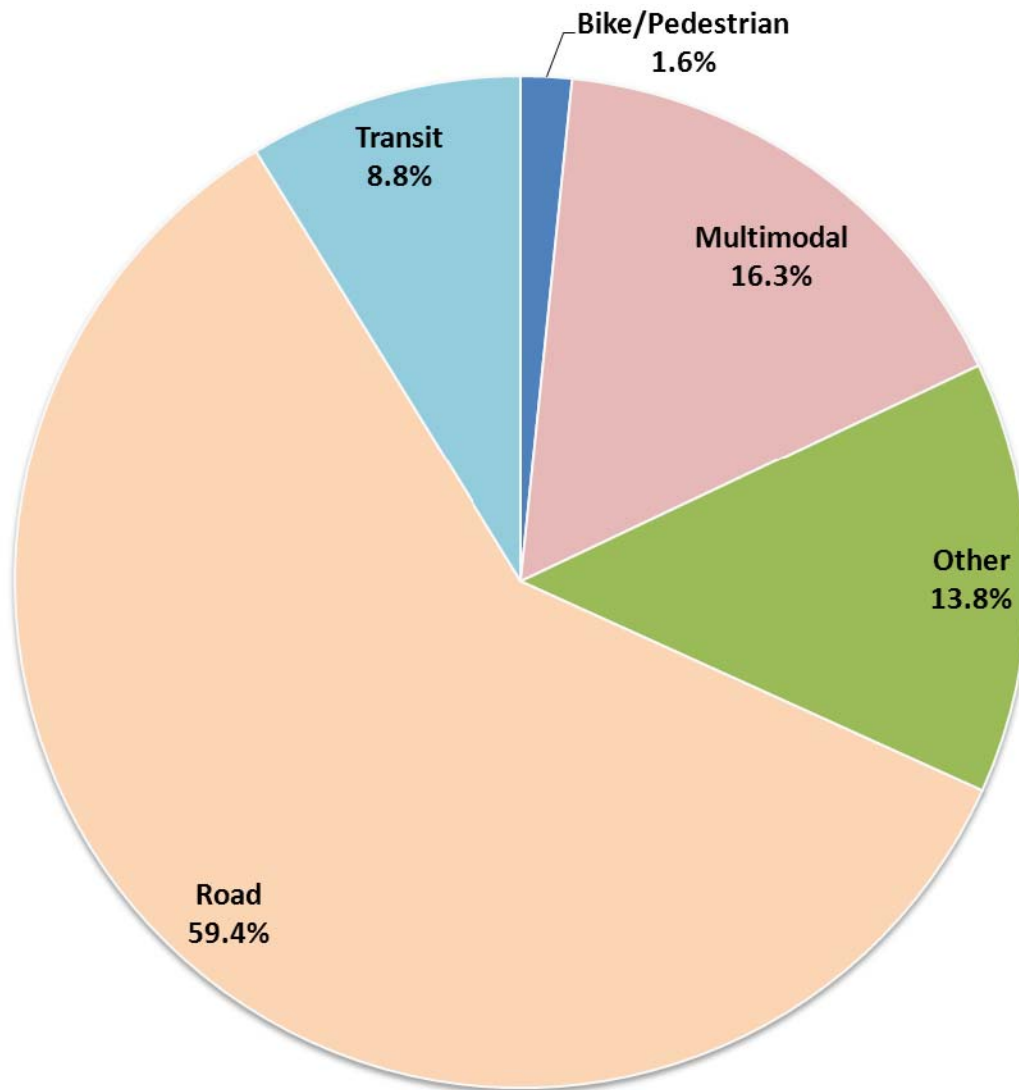
TIP Summary Tables

| FUNDING BY MODE | FY 2015-18 | Percent | Outyears FY2019-20 |
|----------------------------|--------------------|----------------|-------------------------------|
| Bike/Pedestrian | 30,172.5 | 1.6% | 5,675.0 |
| Multimodal | 303,183.8 | 16.3% | 135,768.1 |
| Other | 256,389.0 | 13.8% | 118,889.1 |
| Road | 1,103,114.9 | 59.4% | 292,403.7 |
| Transit | 163,360.0 | 8.8% | 73,725.3 |
| Total | 1,856,220.2 | | 626,461.2 |

| FUNDING BY CATEGORY | FY 2015-18 | Percent | Outyears FY2019-20 |
|--------------------------------|--------------------|----------------|-------------------------------|
| Preservation | 707,410.1 | 38.1% | 310,729.7 |
| Other | 147,527.8 | 7.9% | 73,837.5 |
| Management | 422,826.9 | 22.8% | 131,503.1 |
| Expansion | 578,455.4 | 31.2% | 110,390.9 |
| Total | 1,856,220.2 | | 626,461.2 |

\$s x 1,000

TIP Funding by Mode



- ***Bike/pedestrian*** – Project exclusively for walking/bicycling
- ***Multimodal***– A complete street project, serves cars, transit, freight, pedestrians and bicycles in a balanced way
- ***Other***– Includes aeronautics, port, contingency funds, environmental, equipment, planning, etc.
- ***Road***-Project exclusively for road
- ***Transit***-Project exclusively for bus transit, passenger rail, or paratransit

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 13, 2014

| PROJECT TITLE <i>(All \$ x 1,000)</i> | MODE | TOTAL FY 2015-18 | OUTYEARS TOTAL FY2019-20 |
|--|-----------------|------------------|--------------------------|
| Bicycle and Pedestrian Improvements | Bike/Pedestrian | 7,797.5 | 2,500.0 |
| C&D Canal Trail | Bike/Pedestrian | 0.0 | 0.0 |
| Chesapeake & Delaware (C&D) Canal Trail - Maryland | Bike/Pedestrian | 1,560.0 | 0.0 |
| Claymont Sidewalks: Manor and Myrtle Aves | Bike/Pedestrian | 2,240.0 | |
| Grubb Rd: Foulk Rd to SR 92, Pedestrian Imp. | Bike/Pedestrian | 75.0 | 475.0 |
| New Castle Co. Industrial Track Greenway, Phase III | Bike/Pedestrian | 13,100.0 | 0.0 |
| Pomeroy Trail | Bike/Pedestrian | 0.0 | 0.0 |
| Recreational Trails | Bike/Pedestrian | 5,400.0 | 2,700.0 |
| Talley Rd: East Coast Greenway/Northern DE Greenway | Bike/Pedestrian | 0.0 | 0.0 |
| Bike/Pedestrian Total | | 30,172.5 | 5,675.0 |
| Areawide Urban Street Reconstruction | Multimodal | 1,040.0 | 0.0 |
| Boyd's Corner Rd: Cedar Lane to US 13 (S. NCC Imp) | Multimodal | 0.0 | 0.0 |
| BR 191 on Milltown Rd over Mill Creek | Multimodal | 1,156.2 | 0.0 |
| BR 291, Songsmith Dr over Tributary to Smalley's Pond | Multimodal | 375.3 | 0.0 |
| Cavaliers Mitigation | Multimodal | 1,000.0 | 0.0 |
| Christina River Crossing | Multimodal | 41,000.0 | 1,000.0 |
| Churchman's Crossing Program | Multimodal | 0.0 | 0.0 |
| City of New Castle Improvements (SR9/3rd, SR9/6th, SR 9/Harmony) | Multimodal | 760.0 | 250.0 |
| Community Transportation Fund | Multimodal | 43,500.0 | 21,750.0 |
| Elkton Road: Casho Mill Rd to Delaware Ave | Multimodal | 0.0 | 0.0 |
| Elkton Road: Maryland State Line to Casho Mill Rd | Multimodal | 1,500.0 | 20,000.0 |
| Garasches Lane | Multimodal | 300.0 | 500.0 |
| Highway Safety Improvement Program, NCC | Multimodal | 42,577.5 | 4,750.0 |
| Jamison Corner Rd Relocated to Boyd's Corner Rd | Multimodal | 8,800.0 | 0.0 |
| MD 272 Bridge over Amtrak | Multimodal | 12,456.0 | 0.0 |
| Municipal Street Aid | Multimodal | 16,000.0 | 8,000.0 |
| N412A: Hyetts Corner Rd to Lorewood Grove Rd | Multimodal | 0.0 | 0.0 |
| SR 2, S Union Street: Railroad Bridge to Sycamore St | Multimodal | 1,191.9 | 0.0 |
| SR 299, SR 1 to Catherine Street | Multimodal | 5,000.0 | 3,500.0 |
| SR 4, Christina Parkway: SR2 to SR 896 | Multimodal | 2,432.4 | 18,000.0 |
| SR 7: Newtown Road to SR 273 | Multimodal | 0.0 | 0.0 |
| SR 72: McCoy Road to SR 71 | Multimodal | 11,500.0 | 2,207.1 |
| SR 9, New Castle Ave: 3rd Street to Heald Street | Multimodal | 500.0 | 1,000.0 |
| Traffic Calming | Multimodal | 650.0 | 300.0 |
| Transportation Enhancements | Multimodal | 16,262.0 | 7,631.0 |
| Transportation Enhancements/Alternatives Program - Cecil County | Multimodal | 3,056.0 | |
| Transportation Facilities, Statewide | Multimodal | 26,500.0 | 16,300.0 |

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| PROJECT TITLE <i>(All \$ x 1,000)</i> | MODE | TOTAL FY 2015-18 | OUTYEARS TOTAL FY2019-20 |
|--|------------|------------------|--------------------------|
| Transportation Management (inc. rideshare and signals) | Multimodal | 38,320.0 | 18,920.0 |
| Tyler McConnell Bridge, SR 141: Montchanin to Alapocas | Multimodal | 1,000.0 | 4,000.0 |
| US 13, Duck Creek to SR 1 | Multimodal | 400.0 | 1,100.0 |
| US 13, Philadelphia Pike: Claymont Plan Implementation | Multimodal | 150.0 | 300.0 |
| US 40 and SR 896 Grade Separated Intersection | Multimodal | 4,000.0 | 2,000.0 |
| US 40 Corridor Intermodal Study | Multimodal | 0.0 | 0.0 |
| US 40 Program Management | Multimodal | 0.0 | 0.0 |
| US 40, Pulaski Hwy and SR 72, Wrangle Hill Rd Intersection | Multimodal | 18,750.6 | 0.0 |
| Washington Street, New Castle | Multimodal | 0.0 | 0.0 |
| Westown, Wiggins Mill Rd: Green Giant to St Annes | Multimodal | 0.0 | 10.0 |
| Wilmington Initiatives: 4th St., Walnut St. to I-95 | Multimodal | 1,250.0 | 1,750.0 |
| Wilmington Initiatives: Walnut St., MLK to 16th St | Multimodal | 1,500.0 | 2,500.0 |
| Wilmington Riverfront Program (AAA Garage) | Multimodal | 256.0 | 0.0 |
| Wilmington Signal Improvements, Phase II | Multimodal | 0.0 | 0.0 |
| Multimodal Total | | 303,183.8 | 135,768.1 |
| Aeronautics, Statewide | Other | 1,824.0 | 912.0 |
| Areawide Environmental Projects | Other | 10,330.0 | 0.0 |
| Dam Preservation Program | Other | 11,000.0 | 5,500.0 |
| Engineering & Contingency/Education & Training | Other | 108,180.0 | 54,090.0 |
| Environmental Program | Other | 2,090.0 | 1,045.0 |
| Equipment | Other | 39,600.0 | 21,600.0 |
| Glennville Wetland Bank & Subdivision Improvements | Other | 0.0 | 0.0 |
| Mid County DMV | Other | 2,028.0 | 0.0 |
| Planning | Other | 37,257.8 | 18,702.5 |
| Statewide Rail Preservation | Other | 1,200.0 | 600.0 |
| Technology | Other | 42,879.2 | 16,439.6 |
| Other Total | | 256,389.0 | 118,889.1 |
| Areawide Bridge Replacement and Rehabilitation | Road | 9,550.0 | 0.0 |
| Areawide Congestion Management | Road | 3,560.0 | 0.0 |
| Areawide Resurfacing and Rehabilitation | Road | 18,150.0 | 0.0 |
| Areawide Safety and Spot Improvements | Road | 17,880.0 | 0.0 |
| BR 032 on Foulk Road over S. Branch Naamans Creek | Road | 680.0 | 0.0 |
| BR 110 on N239, Pyles Ford Road | Road | 0.0 | 0.0 |
| BR 112 on Yorklyn Rd over Red Clay Creek | Road | 735.0 | 0.0 |
| BR 159 on James Street over Christina River | Road | 5,000.0 | 0.0 |
| BR 227 on Paper Mill Rd over Middle Run Tributary | Road | 405.0 | 0.0 |
| BR 229 on SR 2 over White Clay Creek | Road | 3,227.0 | 0.0 |

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 13, 2014

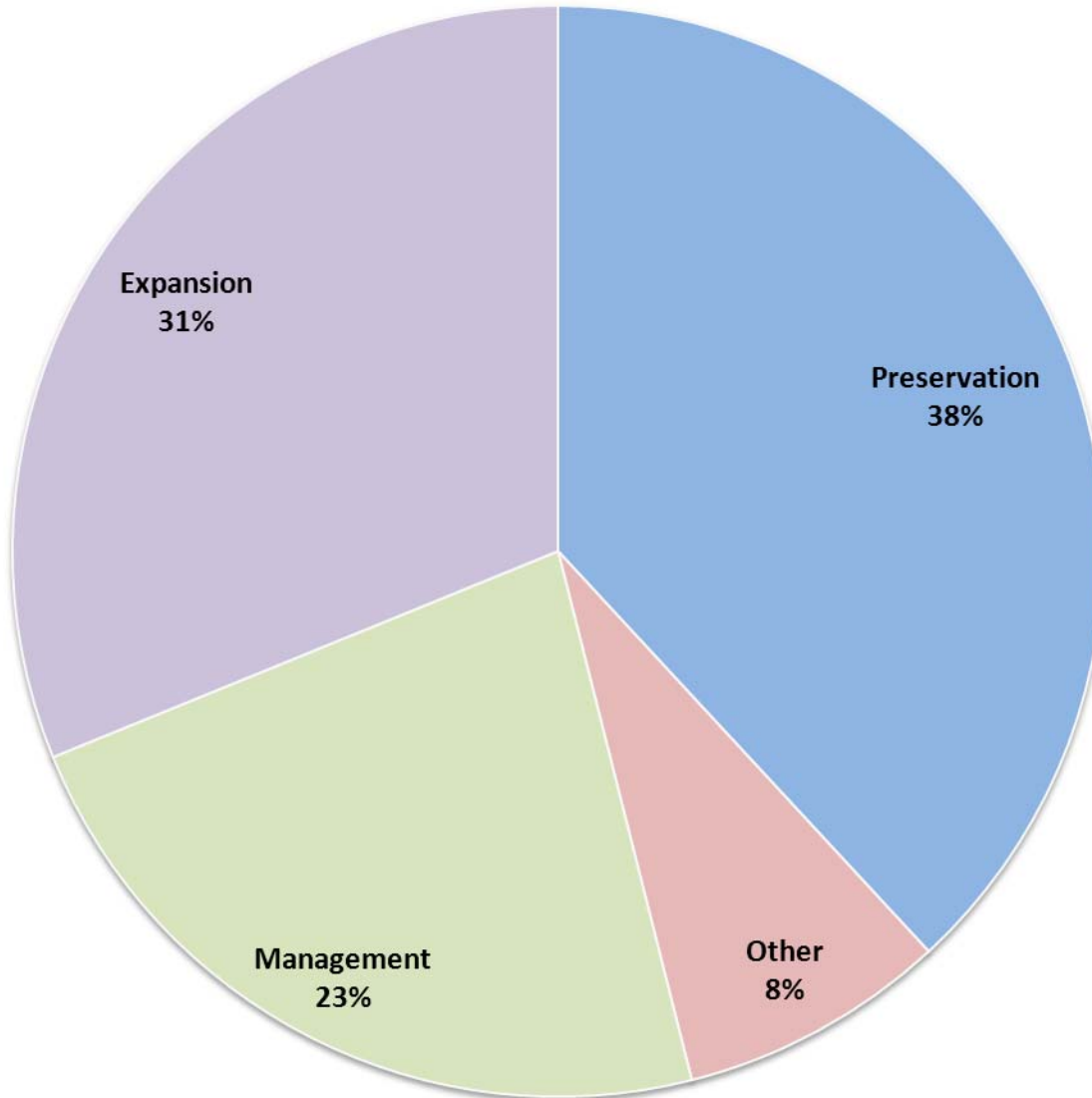
| PROJECT TITLE <i>(All \$ x 1,000)</i> | MODE | TOTAL FY 2015-18 | OUTYEARS TOTAL FY2019-20 |
|--|------|------------------|--------------------------|
| BR 239, Red Mill Rd. over Tributary to White Clay Creek | Road | 551.8 | 0.0 |
| BR 254 Old Newark Rd over Cool Run | Road | 628.1 | 0.0 |
| BR 274 on Wedgewood Rd over E. Branch Christina Creek | Road | 0.0 | 0.0 |
| BR 366 on N399 Chesapeake City Road over Guthrie Run | Road | 0.0 | 0.0 |
| BR 393 on SR 299 over Appoquinimink River | Road | 471.0 | 0.0 |
| BR 438, Blackbird Station over Blackbird Creek | Road | 575.8 | 0.0 |
| BR 444 on Old Corbitt Road, East of Odessa | Road | 2,599.8 | 0.0 |
| BR 488 on US 13 SB, South of Odessa | Road | 3,038.0 | 0.0 |
| BR 501 on SR 141 Viaduct over SR 4 | Road | 698.0 | 0.0 |
| BR 543 on Carr Road over Shellpot Creek | Road | 690.0 | 0.0 |
| BR 567 on Hay Rd over Shellpot Creek | Road | 2,154.8 | 0.0 |
| BR 577 on Northeast Blvd over Brandywine River | Road | 1,040.0 | 0.0 |
| BR 585 on N049 Augustine Cutoff over Brandywine Creek | Road | 0.0 | 0.0 |
| BR 665N & 1-665S on US 13 over Abandon Railroad, Farnhurst | Road | 2,420.6 | 0.0 |
| BR 680 on SR 141 over US 13 | Road | 7,055.0 | 5,000.0 |
| BR 687, 688, 693 Wilmington Drawbridge | Road | 0.0 | 0.0 |
| BR 748, I-95 Wilmington Viaduct | Road | 24,100.0 | 10,000.0 |
| BR 814 on 12th Street over NS RR | Road | 1,116.9 | 0.0 |
| BR 826 Rehabilitation | Road | 0.0 | 0.0 |
| Bridge Management/Inspection/ Design Training Programs | Road | 30,384.9 | 11,420.0 |
| Bridge Preservation Program | Road | 35,091.5 | 30,000.0 |
| Bridge Structure Rehabilitation | Road | 7,586.4 | 0.0 |
| Cecil County Bridge Preservation (CE-0097 Baron Rd) | Road | 0.0 | 0.0 |
| Cedar Lane: Marl Pit to Boyds Corner Rd (S. NCC Imp) | Road | 1,700.0 | 200.0 |
| I-295 Improvements, Westbound from I-295 to US 13 | Road | 5,000.0 | 0.0 |
| I-95 & US 202 Interchange | Road | 2,882.0 | 0.0 |
| Intersection Improvements | Road | 11,272.0 | 5,136.0 |
| Interstate Maintenance | Road | 4,717.9 | 0.0 |
| Materials & Minor Contracts | Road | 24,440.0 | 12,100.0 |
| Paving & Rehabilitation | Road | 288,400.0 | 122,600.0 |
| Possum Park Rd and Old Possum Park Rd Intersection | Road | 39.6 | 1,900.0 |
| Pyles Ford Rd, Culvert Replacements | Road | 735.3 | 0.0 |
| Rail Crossing Safety and Rideability | Road | 6,746.6 | 3,223.0 |
| Road A and Centre Blvd: Fashion Center Entrance | Road | 750.0 | 0.0 |
| Road A/SR 7 (Road, Bridge and Mall Connector Study) | Road | 12,200.0 | 0.0 |
| Safety Improvements (Hazard Elimination/High Risk Rural Rd.) | Road | 10,888.9 | 5,444.4 |
| Signage & Pavement Markings | Road | 12,688.0 | 6,144.0 |

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 13, 2014

| PROJECT TITLE <i>(All \$ x 1,000)</i> | MODE | TOTAL FY 2015-18 | OUTYEARS TOTAL FY2019-20 |
|---|---------|--------------------|--------------------------|
| SR 1/I-95 Interchange | Road | 0.0 | 0.0 |
| SR 1: Tybouts Corner to SR 273 | Road | 36,992.4 | 0.0 |
| SR 141 and Commons Blvd. Intersection Improvements | Road | 10,271.9 | 0.0 |
| SR 141/I-95 Interchange | Road | 20,000.0 | 0.0 |
| SR 9, River Road Flood Remediation | Road | 0.0 | 1,200.0 |
| US 301: Maryland Line to SR 1 | Road | 474,000.6 | 78,036.3 |
| Road Total | | 1,103,114.9 | 292,403.7 |
| Beech Street Generator | Transit | 250.0 | 0.0 |
| Boyd's Corner Park and Ride | Transit | 60.0 | 335.0 |
| Christiana Mall Park and Ride | Transit | 4,587.3 | 0.0 |
| Claymont Station | Transit | 2,800.0 | 13,000.0 |
| Downstate (Delmarva) Intercity Rail Study ARRA | Transit | 0.0 | 0.0 |
| DTC Mid County Operations Facility Paving | Transit | 0.0 | 0.0 |
| Fairplay Station (Churchmans Xing) Elevator | Transit | 0.0 | 0.0 |
| Fairplay Station (Churchmans Xing) Parking | Transit | 652.0 | 6,600.0 |
| Jobs Access and Reverse Commute (JARC) Transit Operating Assistance | Transit | 0.0 | 0.0 |
| MARC Maintenance Facility | Transit | 1,705.0 | 0.0 |
| New Freedom Transit Operating Assistance | Transit | 0.0 | 0.0 |
| Newark Train Station/Regional Transportation Center | Transit | 30,800.0 | 0.0 |
| Performance Contract | Transit | 0.0 | 0.0 |
| Rail Cars ARRA | Transit | 0.0 | 0.0 |
| Small Urban Transit - Capital Assistance | Transit | 3,688.0 | 0.0 |
| Small Urban Transit - Operating Assistance | Transit | 2,664.0 | 0.0 |
| Susquehanna River Rail Bridge | Transit | 17,837.0 | 0.0 |
| Third Rail Track Expansion (NE Corridor Imp., Orange St BR) | Transit | 15,363.0 | 0.0 |
| Transit (Fixed Route) Vehicle Expansion, NCC | Transit | 4,860.2 | 0.0 |
| Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC | Transit | 19,794.0 | 23,218.6 |
| Transit (Paratransit) Vehicle Expansion, NCC | Transit | 4,267.1 | 1,114.6 |
| Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC | Transit | 14,908.1 | 8,766.2 |
| Transit Facilities, Statewide | Transit | 800.0 | 200.0 |
| Transit Preventive Maintenance, NCC | Transit | 26,000.0 | 13,000.0 |
| Transit Vehicles Replace & Refurbish, Statewide | Transit | 9,973.6 | 3,750.9 |
| Wilmington Ops. Ctr/Admin Bldg / Master Plan | Transit | 810.6 | 0.0 |
| Wilmington Transit Hub | Transit | 1,540.0 | 3,740.0 |
| Wilmington UST Replacement - State of Good Repair | Transit | 0.0 | 0.0 |
| Transit Total | | 163,360.0 | 73,725.3 |
| Grand Total | | 1,856,220.2 | 626,461.2 |

TIP Funding by WILMAPCO Category



- ***Preservation*** – Maintain an existing facility or service
- ***Management*** – Enhance existing facility or service to sustain an acceptable level of service
- ***Expansion*** – New or expanded services and infrastructure
- ***Other*** -- Engineering & contingency, education & training, environmental program and planning

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 13, 2014

| PROJECT TITLE <i>(All \$ x 1,000)</i> | WILMAPCO CATEGORY | TOTAL FY 2015-18 | OUTYEARS TOTAL FY2019-20 |
|--|------------------------------|-----------------------------|-------------------------------------|
| Areawide Bridge Replacement and Rehabilitation | Preservation | 9,550.0 | 0.0 |
| Areawide Environmental Projects | Preservation | 10,330.0 | 0.0 |
| Areawide Resurfacing and Rehabilitation | Preservation | 18,150.0 | 0.0 |
| Areawide Safety and Spot Improvements | Preservation | 17,880.0 | 0.0 |
| Areawide Urban Street Reconstruction | Preservation | 1,040.0 | 0.0 |
| Beech Street Generator | Preservation | 250.0 | 0.0 |
| BR 032 on Foulk Road over S. Branch Naamans Creek | Preservation | 680.0 | 0.0 |
| BR 110 on N239, Pyles Ford Road | Preservation | 0.0 | 0.0 |
| BR 112 on Yorklyn Rd over Red Clay Creek | Preservation | 735.0 | 0.0 |
| BR 159 on James Street over Christina River | Preservation | 5,000.0 | 0.0 |
| BR 191 on Milltown Rd over Mill Creek | Preservation | 1,156.2 | 0.0 |
| BR 227 on Paper Mill Rd over Middle Run Tributary | Preservation | 405.0 | 0.0 |
| BR 229 on SR 2 over White Clay Creek | Preservation | 3,227.0 | 0.0 |
| BR 239, Red Mill Rd. over Tributary to White Clay Creek | Preservation | 551.8 | 0.0 |
| BR 254 Old Newark Rd over Cool Run | Preservation | 628.1 | 0.0 |
| BR 274 on Wedgewood Rd over E. Branch Christina Creek | Preservation | 0.0 | 0.0 |
| BR 291, Songsmith Dr over Tributary to Smalley's Pond | Preservation | 375.3 | 0.0 |
| BR 366 on N399 Chesapeake City Road over Guthrie Run | Preservation | 0.0 | 0.0 |
| BR 393 on SR 299 over Appoquinimink River | Preservation | 471.0 | 0.0 |
| BR 438, Blackbird Station over Blackbird Creek | Preservation | 575.8 | 0.0 |
| BR 444 on Old Corbitt Road, East of Odessa | Preservation | 2,599.8 | 0.0 |
| BR 488 on US 13 SB, South of Odessa | Preservation | 3,038.0 | 0.0 |
| BR 501 on SR 141 Viaduct over SR 4 | Preservation | 698.0 | 0.0 |
| BR 543 on Carr Road over Shellpot Creek | Preservation | 690.0 | 0.0 |
| BR 567 on Hay Rd over Shellpot Creek | Preservation | 2,154.8 | 0.0 |
| BR 577 on Northeast Blvd over Brandywine River | Preservation | 1,040.0 | 0.0 |
| BR 585 on N049 Augustine Cutoff over Brandywine Creek | Preservation | 0.0 | 0.0 |
| BR 665N & 1-665S on US 13 over Abandon Railroad, Farnhurst | Preservation | 2,420.6 | 0.0 |
| BR 680 on SR 141 over US 13 | Preservation | 7,055.0 | 5,000.0 |
| BR 687, 688, 693 Wilmington Drawbridge | Preservation | 0.0 | 0.0 |
| BR 748, I-95 Wilmington Viaduct | Preservation | 24,100.0 | 10,000.0 |
| BR 814 on 12th Street over NS RR | Preservation | 1,116.9 | 0.0 |
| BR 826 Rehabilitation | Preservation | 0.0 | 0.0 |
| Bridge Preservation Program | Preservation | 35,091.5 | 30,000.0 |
| Bridge Structure Rehabilitation | Preservation | 7,586.4 | 0.0 |
| Cecil County Bridge Preservation (CE-0097 Baron Rd) | Preservation | 0.0 | 0.0 |

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 13, 2014

| PROJECT TITLE <i>(All \$ x 1,000)</i> | WILMAPCO CATEGORY | TOTAL FY 2015-18 | OUTYEARS TOTAL FY2019-20 |
|---|------------------------------|-----------------------------|-------------------------------------|
| Community Transportation Fund | Preservation | 43,500.0 | 21,750.0 |
| Dam Preservation Program | Preservation | 11,000.0 | 5,500.0 |
| Equipment | Preservation | 39,600.0 | 21,600.0 |
| Glenville Wetland Bank & Subdivision Improvements | Preservation | 0.0 | 0.0 |
| Interstate Maintenance | Preservation | 4,717.9 | 0.0 |
| Jobs Access and Reverse Commute (JARC) Transit Operating Assistance | Preservation | 0.0 | 0.0 |
| MARC Maintenance Facility | Preservation | 1,705.0 | 0.0 |
| Materials & Minor Contracts | Preservation | 24,440.0 | 12,100.0 |
| Municipal Street Aid | Preservation | 16,000.0 | 8,000.0 |
| New Freedom Transit Operating Assistance | Preservation | 0.0 | 0.0 |
| Paving & Rehabilitation | Preservation | 288,400.0 | 122,600.0 |
| Pyles Ford Rd, Culvert Replacements | Preservation | 735.3 | 0.0 |
| Signage & Pavement Markings | Preservation | 12,688.0 | 6,144.0 |
| Small Urban Transit - Capital Assistance | Preservation | 3,688.0 | 0.0 |
| Small Urban Transit - Operating Assistance | Preservation | 2,664.0 | 0.0 |
| SR 9, New Castle Ave: 3rd Street to Heald Street | Preservation | 500.0 | 1,000.0 |
| SR 9, River Road Flood Remediation | Preservation | 0.0 | 1,200.0 |
| Statewide Rail Preservation | Preservation | 1,200.0 | 600.0 |
| Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC | Preservation | 19,794.0 | 23,218.6 |
| Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC | Preservation | 14,908.1 | 8,766.2 |
| Transit Facilities, Statewide | Preservation | 800.0 | 200.0 |
| Transit Preventive Maintenance, NCC | Preservation | 26,000.0 | 13,000.0 |
| Transit Vehicles Replace & Refurbish, Statewide | Preservation | 9,973.6 | 3,750.9 |
| Transportation Facilities, Statewide | Preservation | 26,500.0 | 16,300.0 |
| Wilmington UST Replacement - State of Good Repair | Preservation | 0.0 | 0.0 |
| Preservation Total | | 707,410.1 | 310,729.7 |
| Engineering & Contingency/Education & Training | Other | 108,180.0 | 54,090.0 |
| Environmental Program | Other | 2,090.0 | 1,045.0 |
| Planning | Other | 37,257.8 | 18,702.5 |
| Other Total | | 147,527.8 | 73,837.5 |
| Aeronautics, Statewide | Management | 1,824.0 | 912.0 |
| Areawide Congestion Management | Management | 3,560.0 | 0.0 |
| Bicycle and Pedestrian Improvements | Management | 7,797.5 | 2,500.0 |
| Boys Corner Park and Ride | Management | 60.0 | 335.0 |
| Boys Corner Rd: Cedar Lane to US 13 (S. NCC Imp) | Management | 0.0 | 0.0 |
| Bridge Management/Inspection/ Design Training Programs | Management | 30,384.9 | 11,420.0 |
| C&D Canal Trail | Management | 0.0 | 0.0 |

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 13, 2014

| PROJECT TITLE <i>(All \$ x 1,000)</i> | WILMAPCO CATEGORY | TOTAL FY 2015-18 | OUTYEARS TOTAL FY2019-20 |
|--|------------------------------|-----------------------------|-------------------------------------|
| Cavaliers Mitigation | Management | 1,000.0 | 0.0 |
| Cedar Lane: Marl Pit to Boyds Corner Rd (S. NCC Imp) | Management | 1,700.0 | 200.0 |
| Chesapeake & Delaware (C&D) Canal Trail - Maryland | Management | 1,560.0 | 0.0 |
| Christiana Mall Park and Ride | Management | 4,587.3 | 0.0 |
| Christina River Crossing | Management | 41,000.0 | 1,000.0 |
| Churchman's Crossing Program | Management | 0.0 | 0.0 |
| City of New Castle Improvements (SR9/3rd, SR9/6th, SR 9/Harmony) | Management | 760.0 | 250.0 |
| Claymont Sidewalks: Manor and Myrtle Aves | Management | 2,240.0 | |
| Claymont Station | Management | 2,800.0 | 13,000.0 |
| DTC Mid County Operations Facility Paving | Management | 0.0 | 0.0 |
| Elkton Road: Casho Mill Rd to Delaware Ave | Management | 0.0 | 0.0 |
| Fairplay Station (Churchmans Xing) Elevator | Management | 0.0 | 0.0 |
| Fairplay Station (Churchmans Xing) Parking | Management | 652.0 | 6,600.0 |
| Garasches Lane | Management | 300.0 | 500.0 |
| Grubb Rd: Foulk Rd to SR 92, Pedestrian Imp. | Management | 75.0 | 475.0 |
| Highway Safety Improvement Program, NCC | Management | 42,577.5 | 4,750.0 |
| Intersection Improvements | Management | 11,272.0 | 5,136.0 |
| Jamison Corner Rd Relocated to Boyds Corner Rd | Management | 8,800.0 | 0.0 |
| MD 272 Bridge over Amtrak | Management | 12,456.0 | 0.0 |
| Mid County DMV | Management | 2,028.0 | 0.0 |
| N412A: Hyetts Corner Rd to Lorewood Grove Rd | Management | 0.0 | 0.0 |
| Newark Train Station/Regional Transportation Center | Management | 30,800.0 | 0.0 |
| Performance Contract | Management | 0.0 | 0.0 |
| Possum Park Rd and Old Possum Park Rd Intersection | Management | 39.6 | 1,900.0 |
| Rail Cars ARRA | Management | 0.0 | 0.0 |
| Rail Crossing Safety and Rideability | Management | 6,746.6 | 3,223.0 |
| Recreational Trails | Management | 5,400.0 | 2,700.0 |
| Safety Improvements (Hazard Elimination/High Risk Rural Rd.) | Management | 10,888.9 | 5,444.4 |
| SR 141 and Commons Blvd. Intersection Improvements | Management | 10,271.9 | 0.0 |
| SR 141/I-95 Interchange | Management | 20,000.0 | 0.0 |
| SR 2, S Union Street: Railroad Bridge to Sycamore St | Management | 1,191.9 | 0.0 |
| SR 4, Christina Parkway: SR2 to SR 896 | Management | 2,432.4 | 18,000.0 |
| SR 72: McCoy Road to SR 71 | Management | 11,500.0 | 2,207.1 |
| Susquehanna River Rail Bridge | Management | 17,837.0 | 0.0 |
| Talley Rd: East Coast Greenway/Northern DE Greenway | Management | 0.0 | 0.0 |
| Technology | Management | 42,879.2 | 16,439.6 |
| Traffic Calming | Management | 650.0 | 300.0 |

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 13, 2014

| PROJECT TITLE <i>(All \$ x 1,000)</i> | WILMAPCO CATEGORY | TOTAL FY 2015-18 | OUTYEARS TOTAL FY2019-20 |
|---|----------------------|---------------------|-----------------------------|
| Transportation Enhancements | Management | 16,262.0 | 7,631.0 |
| Transportation Enhancements/Alternatives Program - Cecil County | Management | 3,056.0 | |
| Transportation Management (inc. rideshare and signals) | Management | 38,320.0 | 18,920.0 |
| US 13, Duck Creek to SR 1 | Management | 400.0 | 1,100.0 |
| US 13, Philadelphia Pike: Claymont Plan Implementation | Management | 150.0 | 300.0 |
| US 40 and SR 896 Grade Separated Intersection | Management | 4,000.0 | 2,000.0 |
| US 40 Corridor Intermodal Study | Management | 0.0 | 0.0 |
| US 40 Program Management | Management | 0.0 | 0.0 |
| US 40, Pulaski Hwy and SR 72, Wrangle Hill Rd Intersection | Management | 18,750.6 | 0.0 |
| Washington Street, New Castle | Management | 0.0 | 0.0 |
| Westown, Wiggins Mill Rd: Green Giant to St Annes | Management | 0.0 | 10.0 |
| Wilmington Initiatives: 4th St., Walnut St. to I-95 | Management | 1,250.0 | 1,750.0 |
| Wilmington Initiatives: Walnut St., MLK to 16th St | Management | 1,500.0 | 2,500.0 |
| Wilmington Ops. Ctr/Admin Bldg / Master Plan | Management | 810.6 | 0.0 |
| Wilmington Riverfront Program (AAA Garage) | Management | 256.0 | 0.0 |
| Wilmington Signal Improvements, Phase II | Management | 0.0 | 0.0 |
| Management Total | | 422,826.9 | 131,503.1 |
| Downstate (Delmarva) Intercity Rail Study ARRA | Expansion | 0.0 | 0.0 |
| Elkton Road: Maryland State Line to Casho Mill Rd | Expansion | 1,500.0 | 20,000.0 |
| I-295 Improvements, Westbound from I-295 to US 13 | Expansion | 5,000.0 | 0.0 |
| I-95 & US 202 Interchange | Expansion | 2,882.0 | 0.0 |
| New Castle Co. Industrial Track Greenway, Phase III | Expansion | 13,100.0 | 0.0 |
| Pomeroy Trail | Expansion | 0.0 | 0.0 |
| Road A and Centre Blvd: Fashion Center Entrance | Expansion | 750.0 | 0.0 |
| Road A/SR 7 (Road, Bridge and Mall Connector Study) | Expansion | 12,200.0 | 0.0 |
| SR 1/I-95 Interchange | Expansion | 0.0 | 0.0 |
| SR 1: Tybouts Corner to SR 273 | Expansion | 36,992.4 | 0.0 |
| SR 299, SR 1 to Catherine Street | Expansion | 5,000.0 | 3,500.0 |
| SR 7: Newtown Road to SR 273 | Expansion | 0.0 | 0.0 |
| Third Rail Track Expansion (NE Corridor Imp., Orange St BR) | Expansion | 15,363.0 | 0.0 |
| Transit (Fixed Route) Vehicle Expansion, NCC | Expansion | 4,860.2 | 0.0 |
| Transit (Paratransit) Vehicle Expansion, NCC | Expansion | 4,267.1 | 1,114.6 |
| Tyler McConnell Bridge, SR 141: Montchanin to Alapocas | Expansion | 1,000.0 | 4,000.0 |
| US 301: Maryland Line to SR 1 | Expansion | 474,000.6 | 78,036.3 |
| Wilmington Transit Hub | Expansion | 1,540.0 | 3,740.0 |
| Expansion Total | | 578,455.4 | 110,390.9 |
| Grand Total | | 1,856,220.2 | 626,461.2 |

Integrating the Congestion Management System

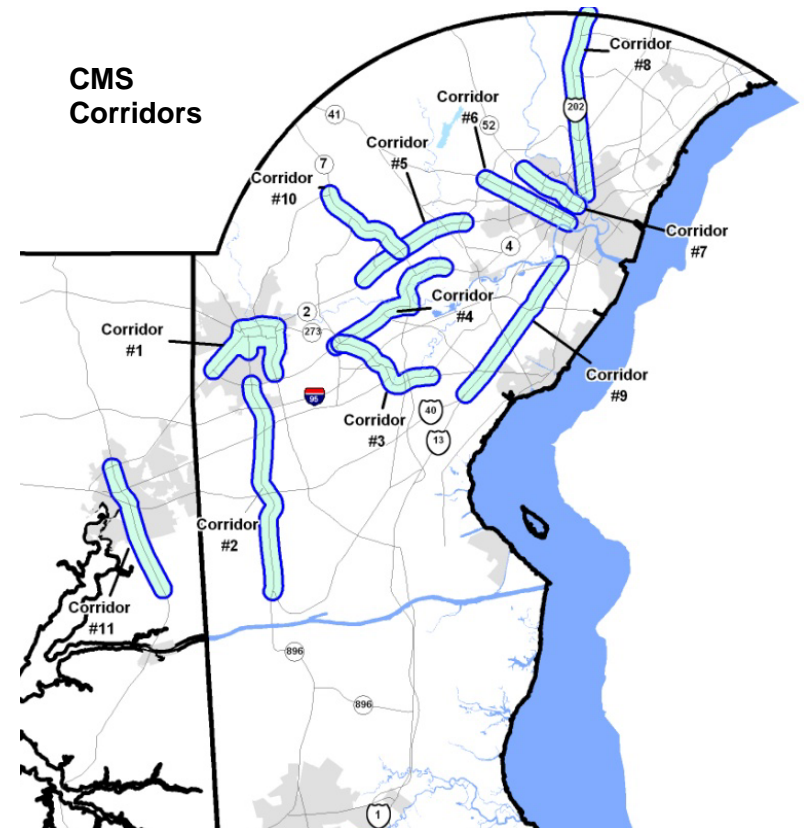
Under federal transportation legislation, metropolitan planning areas are required to develop a system wide congestion management process to assist with identifying, analyzing and addressing congestion in the region. Additionally, in areas that are not in attainment of federal air quality standards, such as WILMAPCO's region, a wide range of transportation solutions must be fully investigated and transportation demand strategies implemented wherever feasible before new roadway capacity can be constructed. WILMAPCO's Congestion Management System (CMS) supports the regional transportation planning process by screening the major corridors in our region to determine need and to examine feasible options for improvement. The CMS is multi-modal in that it considers congestion on the regional transit system, as well as the regional roadway system

To facilitate evaluation, a "toolbox" of congestion mitigation measures was assembled that includes all strategies that could be used to address congestion. This strategy "toolbox" was set-up in a hierarchy so that the first strategies take precedence over those below. The general categories for this toolbox are as follows:

WILMAPCO CMS "TOOLBOX" STRATEGIES

- Strategy #1:** Eliminate car trips or reduce Vehicle Miles Traveled (VMT) during peak congestion hours
- Strategy #2:** Shift trips from automobile to other modes of transportation
- Strategy #3:** Shift trips from single-occupancy vehicles to higher-occupancy vehicles (vans, buses, etc.)
- Strategy #4:** Improve roadway operations (timing of lights, toll booths, highway message boards)
- Strategy #5:** Add roadway capacity (adding lanes or roads)

This "top-down" approach ensures that solutions which would eliminate or shift auto trips or improve roadway operations are evaluated before adding roadway capacity. This hierarchy is consistent with WILMAPCO's overall goals for the region and with the USDOT charge to address all other possible solutions before recommending road capacity increases.



FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 13, 2014

The WILMAPCO Congestion Management System identified 14 corridors in New Castle and Cecil County that met the established criteria for congestion. The following table shows projects that are currently funded in each corridor.

| CMS Corridor | Project Name | Mitigation Strategy |
|---------------------|---|----------------------------|
| #1 | Elkton Road: Casho Mill Rd to Delaware Ave, Reconstruction, Improve intersection | 4-1 |
| #1 | Elkton Road: MD Line to Casho Mill Rd, Reconstruction, Intersection Improvements | 4-1 |
| #1 | Pomeroy Trail, Construction of Bicycle & Pedestrian Pathway | 2-9 & 2-10 |
| #1,4,6 | Third Rail Track Expansion, Newark to Wilmington | 2-1 & 2-3 |
| #2 | US 40 and 896 interchange - Grade Separated Intersection | 5-2 |
| #3 | Road A/SR 7, Widening & reconfiguration of intersections | 4-1 & 5-1 |
| #3 | SR 7: Newtown Road to SR 273, Widen from 2 to 4 lanes | 5-1 |
| #4 | Churchman's Crossing, Fairplay Station - Parking Expansion | 3-4 |
| #5 | SR 141:Kirkwood Hwy to Faulkland Rd, Construct 4-Lane Arterial | 5-1 |
| #6 | S Union Street, SR 2: Railroad Bridge to Sycamore St, Sidewalk & Curb Replacement | 2-8 & 2-10 |
| #6 | Wilmington Riverfront - AAA Parking Garage | 3-4 |
| #6 | Market Street Safety Improvements | 4-1 & 4-4 |
| #6,7,8 | Wilmington Signal Improvements, Phase II | 4-3 |
| #7 | Wilmington Transit Hub | 2-2, 2-3 & 2-5 |
| #8 | I-95 and US 202 Interchange, Widening of Ramp | 5-1 |
| #9 | I-295 Improvements, from I-295 to US 13 | |
| #10 | No projects currently scheduled | ---- |
| #11 | No projects currently scheduled | ---- |

Addressing Transportation Equity

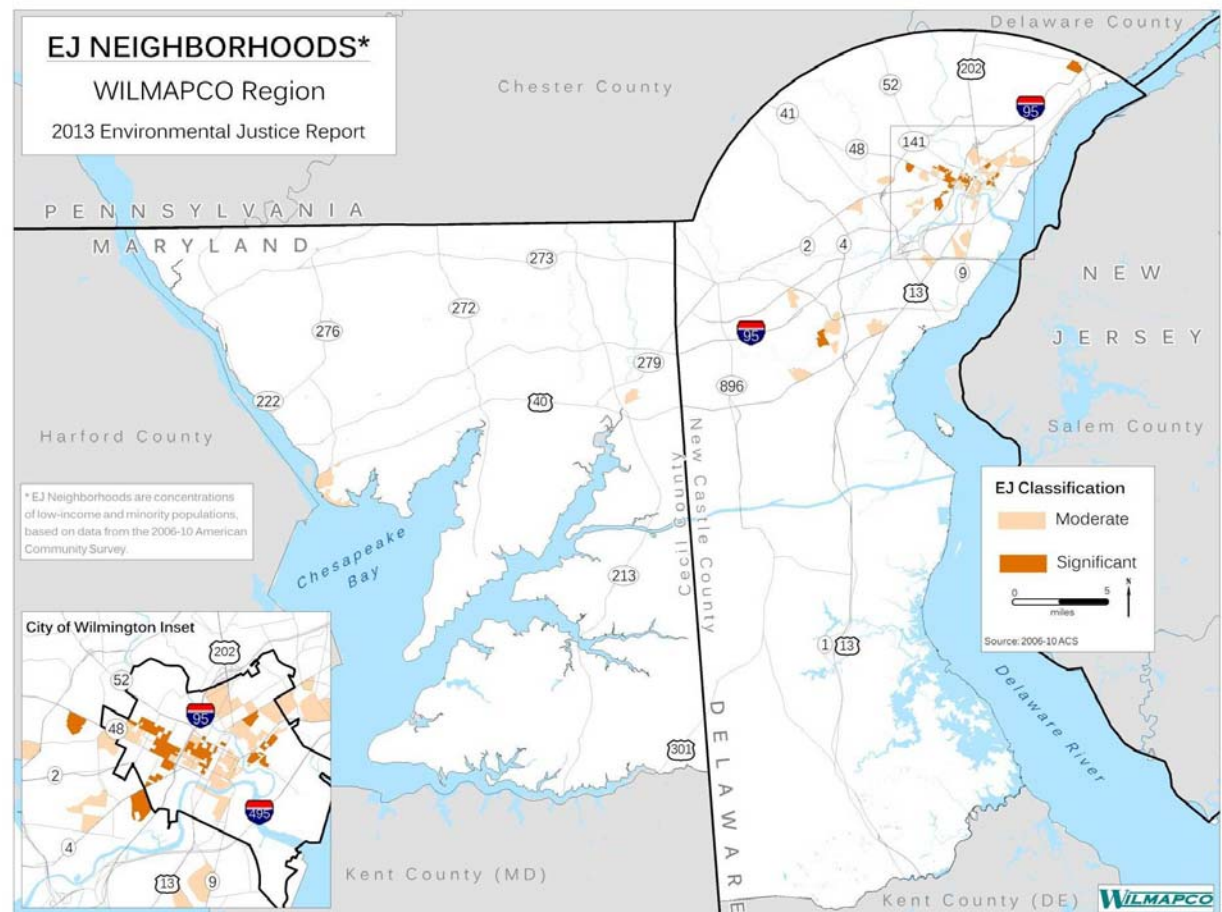
Transportation Equity, often referred to as Environmental Justice (EJ), is based in Title VI of the Civil Rights Act of 1964 and a 1994 Presidential Executive Order making equity part of the mission of every federal agency. As an MPO, we serve as the forum where DOTs, transit providers, local agencies, state and the public develop local transportation plans and programs for our region. MPO's must carry out three tasks to comply with the Transportation Equity initiative:

- Identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.
- Enhance analytical capabilities for use in the Long Range Plan and the TIP to ensure Title VI requirements are met.
- Evaluate and, where necessary, improve public involvement processes to eliminate participation barriers and include low-income and minority populations in transportation decision making.

To determine where minority and low-income populations are located, a methodology was developed that first defined which population segments should be considered. Guidelines on Environmental Justice provided by the Federal Highway Administration (FHWA) listed the general criteria to use to identify concentrations of Minority / Low Income populations. These criteria are:

- Minority Population
- Hispanic Population
- Low Income (Household Poverty Levels)

In 2007, WILMAPCO completed phase two of our transportation equity analysis which identified "Transportation Justice Areas". This analysis broadened the spectrum of communities considered transportation disadvantaged beyond those required by federal mandate. Separate from EJ (low-income and minority) populations, these Transportation Justice (TJ) populations include the elderly, the disabled, and households without an automobile.



FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 13, 2014

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

| County | Project Name | EJ | TJ |
|---------------|---|-----------|-----------|
| NCC | Beech St. Generator | Yes | Yes |
| NCC | BR 585 on N049 Augustine Cutoff over Brandywine Creek | Yes | Yes |
| NCC | BR 687, 688, 693 Wilmington Drawbridge | Yes | Yes |
| NCC | Garasches Lane | Yes | Yes |
| NCC | Interstate Maintenance | Yes | Yes |
| CC | MD 272 Bridge over Amtrak | Yes | Yes |
| NCC | Wilmington Initiatives: 4th St., Walnut St. to I-95 | Yes | Yes |
| NCC | Wilmington Initiatives: Walnut St., MLK to 16th St. | Yes | Yes |
| NCC | Wilmington Signal Improvements, Link to TMC in Smyrna | Yes | Yes |
| NCC | BR 229 on SR 2 over White Clay Creek | Yes | |
| NCC | BR 239 on Red Mill Rd. over Tributary to White Clay Creek | Yes | |
| NCC | BR 254 Old Newark Rd over Cool Run | Yes | |
| CC | Small Urban Transit - Captial and Operating Assistance | Yes | |
| NCC | SR 7: Newtown Road to SR 273, Widen from 2 to 4 lanes | Yes | |
| NCC | SR 9, New Castle Ave - 3rd St to Heald St, Pavement Reconstuction | Yes | |
| NCC | Wilmington Operations Center, Operations of Paratransit & Fixed Route | Yes | |
| NCC | Wilmington Transit Hub | Yes | |
| NCC | BR 577 on Northeast Blvd over Brandywine River | | Yes |
| NCC | BR 665N & 1-665S on US 13 over Abandon Railroad, Farnhurst | | Yes |
| NCC | BR 748, I-95 Wilmington Viaduct | | Yes |
| NCC | Christina River Bridge Crossing | | Yes |
| NCC | Claymont Transportation Plan Implementation, Safety Improvements | | Yes |
| NCC | NCC Industrial Track Greenway, Phase III | | Yes |
| NCC | S Union Street, SR 2: Railroad Bridge to Sycamore St. | | Yes |
| NCC | Third Rail Track Expansion, Newark to Wilmington | | Yes |
| NCC | Tyler McConnell Bridge, SR 141, Montchannin Rd to Alapocas Rd | | Yes |

Comparison of FY2014 TIP, Amended 9/2013 with DRAFT FY 2015 TIP

| | Amended FY 2014-17 TIP, September 2013 | | | | | | DRAFT FY 2015-18 TIP, December 2013 | | | | | | | | Difference |
|---|--|------------------|------------------|------------------|---------------------|--------------------------------|-------------------------------------|------------------|------------------|------------------|------------------|---------------------|--------------------------------|------------|------------|
| PROJECT TITLE (All \$ x 1,000) | FY 2014 TOTAL | FY 2015 TOTAL | FY 2016 TOTAL | FY 2017 TOTAL | TOTAL FY 2014-17 | OUTYEARS TOTAL FY2018-19 | FY 2014 TOTAL | FY 2015 TOTAL | FY 2016 TOTAL | FY 2017 TOTAL | FY 2018 TOTAL | TOTAL FY 2015-18 | OUTYEARS TOTAL FY2019-20 | FY15-18 | |
| DELAWARE- STATEWIDE | | | | | | | | | | | | | | | |
| Aeronautics, Statewide | 456.0 | 456.0 | 456.0 | 456.0 | 1,824.0 | 912.0 | 282.1 | 456.0 | 456.0 | 456.0 | 456.0 | 1,824.0 | 912.0 | - | |
| Bicycle and Pedestrian Improvements | 11,018.7 | 4,047.1 | 525.0 | 1,250.0 | 16,840.8 | 2,500.0 | 434.5 | 4,047.5 | 1,250.0 | 1,250.0 | 1,250.0 | 7,797.5 | 2,500.0 | 725.4 | |
| Bridge Management/Inspection/ Design Training Programs | 4,900.0 | 7,600.0 | 7,950.0 | 8,550.0 | 29,000.0 | 15,195.0 | 2,750.3 | 8,224.9 | 7,600.0 | 7,600.0 | 6,960.0 | 30,384.9 | 11,420.0 | (1,550.1) | |
| Bridge Preservation Program | 1,100.0 | 7,500.0 | 10,000.0 | 15,150.0 | 33,750.0 | 18,640.0 | 613.1 | 1,574.8 | 3,516.7 | 15,000.0 | 15,000.0 | 35,091.5 | 30,000.0 | (5,198.5) | |
| Community Transportation Fund | 50,150.0 | 41,775.0 | 31,775.0 | 31,775.0 | 155,475.0 | 43,550.0 | 1,400.9 | 13,375.0 | 8,375.0 | 13,375.0 | 8,375.0 | 43,500.0 | 21,750.0 | (83,600.0) | |
| Dam Preservation Program | | | - | | | | 0.0 | 2,750.0 | 2,750.0 | 2,750.0 | 2,750.0 | 11,000.0 | 5,500.0 | 11,000.0 | |
| Downstate (Delmarva) Intercity Rail Study ARRA | 560.0 | - | - | - | 560.0 | - | 305.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | |
| Engineering & Contingency/Education & Training | 27,045.4 | 27,045.4 | 27,045.4 | 27,045.4 | 108,181.6 | 54,090.8 | 2,784.6 | 27,045.0 | 27,045.0 | 27,045.0 | 27,045.0 | 108,180.0 | 54,090.0 | (1.6) | |
| Environmental Program | 522.5 | 522.5 | 722.5 | 522.5 | 2,290.0 | 1,045.0 | 31.8 | 522.5 | 522.5 | 522.5 | 522.5 | 2,090.0 | 1,045.0 | (200.0) | |
| Equipment | 6,449.0 | 10,400.0 | 10,400.0 | 10,400.0 | 37,649.0 | 21,600.0 | 0.0 | 8,000.0 | 10,400.0 | 10,400.0 | 10,800.0 | 39,600.0 | 21,600.0 | (2,400.0) | |
| Intersection Improvements | 3,068.0 | 2,268.0 | 3,068.0 | 3,068.0 | 11,472.0 | 5,736.0 | 375.0 | 2,268.0 | 3,068.0 | 3,068.0 | 2,868.0 | 11,272.0 | 5,136.0 | - | |
| Materials & Minor Contracts | 6,430.0 | 6,065.0 | 6,050.0 | 6,250.0 | 24,795.0 | 12,125.0 | 1,773.3 | 6,065.0 | 6,050.0 | 6,250.0 | 6,075.0 | 24,440.0 | 12,100.0 | - | |
| Municipal Street Aid | 5,000.0 | 4,000.0 | 4,000.0 | 4,000.0 | 17,000.0 | 8,000.0 | 0.0 | 4,000.0 | 4,000.0 | 4,000.0 | 4,000.0 | 16,000.0 | 8,000.0 | - | |
| Paving & Rehabilitation | 89,308.0 | 77,500.0 | 52,950.0 | 55,500.0 | 275,258.0 | 129,000.0 | 21,739.2 | 67,100.0 | 75,100.0 | 75,600.0 | 70,600.0 | 288,400.0 | 122,600.0 | 37,950.0 | |
| Performance Contract | 1,500.0 | 550.0 | - | - | 2,050.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | (550.0) | |
| Planning | 10,766.5 | 8,908.1 | 9,677.3 | 9,278.0 | 38,629.9 | 18,702.5 | 5,230.3 | 9,377.3 | 9,278.0 | 9,251.2 | 9,351.2 | 37,257.8 | 18,702.5 | 43.1 | |
| Rail Crossing Safety and Rideability | 3,550.0 | 1,600.0 | 1,900.0 | 1,600.0 | 8,650.0 | 3,200.0 | 1,405.4 | 1,611.7 | 1,911.7 | 1,611.7 | 1,611.5 | 6,746.6 | 3,223.0 | 46.6 | |
| Recreational Trails | 1,106.0 | 1,350.0 | 1,350.0 | 1,350.0 | 5,156.0 | - | 1,106.0 | 1,350.0 | 1,350.0 | 1,350.0 | 1,350.0 | 5,400.0 | 2,700.0 | 1,350.0 | |
| Safety Improvements (Hazard Elimination/High Risk Rural Rd.) | 3,022.2 | 2,722.2 | 2,722.2 | 2,722.2 | 11,188.9 | 5,444.4 | 2,722.2 | 2,722.2 | 2,722.2 | 2,722.2 | 2,722.2 | 10,888.9 | 5,444.4 | (0.0) | |
| Signage & Pavement Markings | 2,972.0 | 2,972.0 | 2,972.0 | 2,772.0 | 11,688.0 | 5,544.0 | 887.8 | 3,272.0 | 3,272.0 | 3,072.0 | 3,072.0 | 12,688.0 | 6,144.0 | 1,200.0 | |
| Statewide Rail Preservation | 350.0 | 300.0 | 300.0 | 300.0 | 1,250.0 | 600.0 | 100.0 | 300.0 | 300.0 | 300.0 | 300.0 | 1,200.0 | 600.0 | - | |
| Technology | 12,700.4 | 12,065.0 | 12,065.0 | 10,065.0 | 46,895.4 | 16,130.0 | 7,267.2 | 12,219.8 | 12,219.8 | 10,219.8 | 8,219.8 | 42,879.2 | 16,439.6 | 619.2 | |
| Traffic Calming | 150.0 | 150.0 | 200.0 | 150.0 | 650.0 | 300.0 | 73.3 | 150.0 | 200.0 | 150.0 | 150.0 | 650.0 | 300.0 | - | |
| Transit Facilities, Statewide | 2,412.8 | 500.0 | 100.0 | 100.0 | 3,112.8 | 200.0 | 2,791.8 | 500.0 | 100.0 | 100.0 | 100.0 | 800.0 | 200.0 | - | |
| Transit Vehicles Replace & Refurbish, Statewide | 5,426.0 | 3,912.9 | 2,730.1 | 2,690.0 | 14,758.9 | 5,410.0 | 4,392.5 | 3,557.7 | 2,143.7 | 2,103.6 | 2,168.6 | 9,973.6 | 3,750.9 | (2,064.3) | |

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 13, 2014

| | Amended FY 2014-17 TIP, September 2013 | | | | | | DRAFT FY 2015-18 TIP, December 2013 | | | | | | | | Difference |
|---|--|------------------|------------------|------------------|---------------------|--------------------------------|-------------------------------------|------------------|------------------|------------------|------------------|---------------------|--------------------------------|---------|------------|
| PROJECT TITLE (All \$ x 1,000) | FY 2014 TOTAL | FY 2015 TOTAL | FY 2016 TOTAL | FY 2017 TOTAL | TOTAL FY 2014-17 | OUTYEARS TOTAL FY2018-19 | FY 2014 TOTAL | FY 2015 TOTAL | FY 2016 TOTAL | FY 2017 TOTAL | FY 2018 TOTAL | TOTAL FY 2015-18 | OUTYEARS TOTAL FY2019-20 | FY15-18 | |
| Transportation Enhancements | 3,540.4 | 3,490.5 | 3,590.5 | 4,190.5 | 14,811.9 | 7,631.0 | 2,026.2 | 4,440.5 | 4,190.5 | 3,815.5 | 3,815.5 | 16,262.0 | 7,631.0 | 1,175.0 | |
| Transportation Facilities, Statewide | 7,700.0 | 6,000.0 | 6,000.0 | 6,350.0 | 26,050.0 | 16,300.0 | 3,204.7 | 6,000.0 | 6,000.0 | 6,350.0 | 8,150.0 | 26,500.0 | 16,300.0 | - | |
| Transportation Management (inc. rideshare and signals) | 4,077.0 | 6,480.0 | 10,480.0 | 11,480.0 | 32,517.0 | 18,760.0 | 1,015.0 | 6,605.0 | 10,605.0 | 11,605.0 | 9,505.0 | 38,320.0 | 18,920.0 | 500.0 | |
| | | | | | | | | | | | | | | | |
| NEW CASTLE COUNTY | - | | | | | | | | | | | | | | |
| Beech Street Generator | 25.0 | 250.0 | - | - | 275.0 | - | 25.0 | 250.0 | 0.0 | 0.0 | 0.0 | 250.0 | 0.0 | - | |
| Boyd's Corner Park and Ride | - | - | - | - | - | - | 0.0 | 0.0 | 0.0 | 0.0 | 60.0 | 60.0 | 335.0 | 60.0 | |
| Boyd's Corner Rd: Cedar Lane to US 13 (S. NCC Imp) | - | - | - | - | - | - | 45.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | |
| BR 032 on Foulk Road over S. Branch Naamans Creek | 15.0 | 30.0 | 650.0 | - | 695.0 | - | 18.6 | 30.0 | 650.0 | 0.0 | 0.0 | 680.0 | 0.0 | - | |
| BR 110 on N239, Pyles Ford Road | 27.0 | - | - | - | 27.0 | - | 130.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | |
| BR 112 on Yorklyn Rd over Red Clay Creek | - | 30.0 | 30.0 | 675.0 | 735.0 | - | 0.0 | 30.0 | 30.0 | 675.0 | 0.0 | 735.0 | 0.0 | - | |
| BR 159 on James Street over Christina River | 297.2 | 2,125.0 | 2,875.0 | - | 5,297.2 | - | 321.2 | 2,125.0 | 2,875.0 | 0.0 | 0.0 | 5,000.0 | 0.0 | - | |
| BR 191 on Milltown Rd over Mill Creek | 15.8 | 19.8 | 1,136.2 | - | 1,171.7 | - | 15.8 | 20.0 | 1,136.2 | 0.0 | 0.0 | 1,156.2 | 0.0 | 0.2 | |
| BR 227 on Paper Mill Rd over Middle Run Tributary | 20.0 | 25.0 | 380.0 | - | 425.0 | - | 20.0 | 25.0 | 380.0 | 0.0 | 0.0 | 405.0 | 0.0 | - | |
| BR 229 on SR 2 over White Clay Creek | 300.0 | 84.0 | 3,143.0 | - | 3,527.0 | - | 300.0 | 84.0 | 3,143.0 | 0.0 | 0.0 | 3,227.0 | 0.0 | - | |
| BR 239, Red Mill Rd. over Tributary to White Clay Creek | 37.3 | 46.3 | 505.5 | - | 589.1 | - | 37.3 | 46.3 | 505.5 | 0.0 | 0.0 | 551.8 | 0.0 | - | |
| BR 254 Old Newark Rd over Cool Run | 55.0 | 35.0 | 600.0 | - | 690.0 | - | 55.0 | 28.1 | 600.0 | 0.0 | 0.0 | 628.1 | 0.0 | (6.9) | |
| BR 274 on Wedgewood Rd over E. Branch Christina Creek | 948.0 | - | - | - | 948.0 | - | 944.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | |
| BR 291, Songsmith Dr over Tributary to Smalley's Pond | 20.0 | 43.8 | 331.5 | - | 395.3 | - | 20.0 | 43.8 | 331.5 | 0.0 | 0.0 | 375.3 | 0.0 | - | |
| BR 366 on N399 Chesapeake City Road over Guthrie Run | 15.0 | - | - | - | 15.0 | - | 125.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | |
| BR 393 on SR 299 over Appoquinimink River | 200.0 | 68.0 | 403.0 | - | 671.0 | - | 200.0 | 68.0 | 403.0 | 0.0 | 0.0 | 471.0 | 0.0 | - | |
| BR 438, Blackbird Station over Blackbird Creek | 37.3 | 46.3 | 529.5 | - | 613.1 | - | 37.3 | 46.3 | 529.5 | 0.0 | 0.0 | 575.8 | 0.0 | - | |
| BR 444 on Old Corbitt Road, East of Odessa | 8.8 | - | 2,599.8 | - | 2,608.6 | - | 9.9 | 0.0 | 2,599.8 | 0.0 | 0.0 | 2,599.8 | 0.0 | (0.0) | |

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 13, 2014

| PROJECT TITLE (All \$ x 1,000) | Amended FY 2014-17 TIP, September 2013 | | | | | | DRAFT FY 2015-18 TIP, December 2013 | | | | | | | | Difference |
|--|--|------------------|------------------|------------------|---------------------|--------------------------------|-------------------------------------|------------------|------------------|------------------|------------------|---------------------|--------------------------------|--|------------|
| | FY 2014 TOTAL | FY 2015 TOTAL | FY 2016 TOTAL | FY 2017 TOTAL | TOTAL FY 2014-17 | OUTYEARS TOTAL FY2018-19 | FY 2014 TOTAL | FY 2015 TOTAL | FY 2016 TOTAL | FY 2017 TOTAL | FY 2018 TOTAL | TOTAL FY 2015-18 | OUTYEARS TOTAL FY2019-20 | | FY15-18 |
| BR 488 on US 13 SB, South of Odessa | 37.0 | 13.0 | - | 3,025.0 | 3,075.0 | - | 74.1 | 13.0 | 0.0 | 3,025.0 | 0.0 | 3,038.0 | 0.0 | | - |
| BR 501 on SR 141 Viaduct over SR 4 | 8,693.3 | 791.1 | - | - | 9,484.4 | - | 8,513.9 | 698.0 | 0.0 | 0.0 | 0.0 | 698.0 | 0.0 | | (93.1) |
| BR 543 on Carr Road over Shellpot Creek | 30.0 | 42.0 | 648.0 | - | 720.0 | - | 30.0 | 42.0 | 648.0 | 0.0 | 0.0 | 690.0 | 0.0 | | - |
| BR 567 on Hay Rd over Shellpot Creek | 340.0 | 370.0 | 1,790.0 | - | 2,500.0 | - | 340.0 | 364.8 | 1,790.0 | 0.0 | 0.0 | 2,154.8 | 0.0 | | (5.2) |
| BR 577 on Northeast Blvd over Brandywine River | 10.0 | 10.0 | - | 1,030.0 | 1,050.0 | - | 10.0 | 10.0 | 0.0 | 1,030.0 | 0.0 | 1,040.0 | 0.0 | | - |
| BR 585 on N049 Augustine Cutoff over Brandywine Creek | 4,287.9 | - | - | - | 4,287.9 | - | 4,011.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | - |
| BR 665N & 1-665S on US 13 over Abandon Railroad, Farnhurst | 2,096.5 | 2,420.6 | - | - | 4,517.0 | - | 2,116.4 | 2,420.6 | 0.0 | 0.0 | 0.0 | 2,420.6 | 0.0 | | - |
| BR 680 on SR 141 over US 13 | 180.0 | 575.0 | 480.0 | 6,000.0 | 7,235.0 | 3,360.0 | 180.0 | 575.0 | 480.0 | 0.0 | 6,000.0 | 7,055.0 | 5,000.0 | | (3,360.0) |
| BR 687, 688, 693 Wilmington Drawbridge | 1,263.2 | - | - | - | 1,263.2 | - | 1,246.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | - |
| BR 748, I-95 Wilmington Viaduct | - | 2,000.0 | 2,100.0 | 10,000.0 | 14,100.0 | 20,000.0 | 0.0 | 2,000.0 | 2,100.0 | 10,000.0 | 10,000.0 | 24,100.0 | 10,000.0 | | - |
| BR 814 on 12th Street over NS RR | 10.0 | 33.0 | 1,083.9 | - | 1,126.9 | - | 10.0 | 33.0 | 1,083.9 | 0.0 | 0.0 | 1,116.9 | 0.0 | | - |
| BR 826 Rehabilitation | 2,310.0 | - | - | - | 2,310.0 | - | 2,963.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | - |
| Bridge Structure Rehabilitation | 4,726.8 | 4,974.8 | 925.0 | - | 10,626.6 | - | 5,243.3 | 5,586.4 | 550.0 | 550.0 | 900.0 | 7,586.4 | 0.0 | | 1,686.6 |
| Cavaliers Mitigation | 600.0 | 1,000.0 | - | - | 1,600.0 | - | 600.0 | 1,000.0 | 0.0 | 0.0 | 0.0 | 1,000.0 | 0.0 | | - |
| C&D Canal Trail | 253.5 | - | - | - | 253.5 | - | 897.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | - |
| Cedar Lane: Marl Pit to Boyds Corner Rd (S. NCC Imp) | - | - | - | - | - | 400.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,700.0 | 1,700.0 | 200.0 | | 1,500.0 |
| Christiana Mall Park and Ride | 150.0 | 325.0 | - | - | 475.0 | - | 150.0 | 1,087.3 | 1,000.0 | 1,250.0 | 1,250.0 | 4,587.3 | 0.0 | | 4,262.3 |
| Christina River Crossing | 9,300.0 | 6,100.0 | 3,000.0 | 16,000.0 | 34,400.0 | 15,900.0 | 8,370.0 | 6,100.0 | 3,000.0 | 16,000.0 | 15,900.0 | 41,000.0 | 1,000.0 | | - |
| Churchman's Crossing Program | 50.0 | 50.0 | 50.0 | 50.0 | 200.0 | 100.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | (200.0) |
| City of New Castle Improvements (SR9/3rd, SR9/6th, SR 9/Harmony) | - | 200.0 | - | 700.0 | 900.0 | 3,150.0 | 100.0 | 160.0 | 100.0 | 0.0 | 500.0 | 760.0 | 250.0 | | (2,390.0) |
| Claymont Sidewalks: Manor and Myrtle Aves | - | - | - | - | - | - | 0.0 | 0.0 | 400.0 | 1,020.0 | 820.0 | 2,240.0 | - | | - |
| Claymont Station | - | 200.0 | 800.0 | 800.0 | 1,800.0 | 6,000.0 | 86.9 | 200.0 | 800.0 | 800.0 | 1,000.0 | 2,800.0 | 13,000.0 | | - |
| DTC Mid County Operations Facility Paving | 659.0 | - | - | - | 659.0 | - | 660.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | - |
| Elkton Road: Casho Mill Rd to Delaware Ave | 50.0 | - | - | - | 50.0 | - | 56.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | - |
| Elkton Road: Maryland State Line to Casho Mill Rd | - | - | - | - | - | - | 0.0 | 250.0 | 250.0 | 500.0 | 500.0 | 1,500.0 | 20,000.0 | | 1,500.0 |

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 13, 2014

| PROJECT TITLE (All \$ x 1,000) | Amended FY 2014-17 TIP, September 2013 | | | | | | DRAFT FY 2015-18 TIP, December 2013 | | | | | | | | Difference |
|---|--|------------------|------------------|------------------|---------------------|--------------------------------|-------------------------------------|------------------|------------------|------------------|------------------|---------------------|--------------------------------|------------|------------|
| | FY 2014 TOTAL | FY 2015 TOTAL | FY 2016 TOTAL | FY 2017 TOTAL | TOTAL FY 2014-17 | OUTYEARS TOTAL FY2018-19 | FY 2014 TOTAL | FY 2015 TOTAL | FY 2016 TOTAL | FY 2017 TOTAL | FY 2018 TOTAL | TOTAL FY 2015-18 | OUTYEARS TOTAL FY2019-20 | | FY15-18 |
| Fairplay Station (Churchmans Xing) Elevator | 602.5 | - | - | - | 602.5 | - | 575.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - |
| Fairplay Station (Churchmans Xing) Parking | - | - | - | - | - | - | 0.0 | 0.0 | 0.0 | 0.0 | 652.0 | 652.0 | 6,600.0 | 652.0 | 652.0 |
| Garasches Lane | 592.2 | - | - | - | 592.2 | - | 601.1 | 0.0 | 0.0 | 0.0 | 300.0 | 300.0 | 500.0 | 300.0 | 300.0 |
| Glenville Wetland Bank & Subdivision Improvements | 9.0 | - | - | - | 9.0 | - | 208.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - |
| Grubb Rd: Foulk Rd to SR 92, Pedestrian Imp. | - | - | - | - | - | 150.0 | 0.0 | 0.0 | 0.0 | 0.0 | 75.0 | 75.0 | 475.0 | - | - |
| Highway Safety Improvement Program, NCC | 5,134.2 | 8,177.6 | 10,958.0 | 10,200.0 | 34,469.8 | 6,025.0 | 5,464.9 | 7,375.5 | 16,627.1 | 12,325.0 | 6,250.0 | 42,577.5 | 4,750.0 | 7,542.0 | 7,542.0 |
| I-295 Improvements, Westbound from I-295 to US 13 | 2,000.0 | 2,000.0 | 3,000.0 | - | 7,000.0 | - | 2,000.0 | 0.0 | 3,000.0 | 2,000.0 | 0.0 | 5,000.0 | 0.0 | - | - |
| I-95 & US 202 Interchange | 12,287.4 | 4,691.0 | - | - | 16,978.4 | - | 11,981.9 | 2,882.0 | 0.0 | 0.0 | 0.0 | 2,882.0 | 0.0 | (1,809.0) | (1,809.0) |
| Interstate Maintenance | 2,039.5 | 1,650.0 | 2,020.1 | 1,175.0 | 6,884.6 | 1,100.0 | 2,248.1 | 1,650.0 | 2,077.9 | 990.0 | 0.0 | 4,717.9 | 0.0 | (677.2) | (677.2) |
| Jamison Corner Rd Relocated to Boyds Corner Rd | - | - | 5,000.0 | 3,800.0 | 8,800.0 | - | 0.0 | 0.0 | 5,000.0 | 3,800.0 | 0.0 | 8,800.0 | 0.0 | - | - |
| Mid County DMV | 18,040.0 | 1,214.4 | - | - | 19,254.4 | - | 18,089.9 | 2,028.0 | 0.0 | 0.0 | 0.0 | 2,028.0 | 0.0 | 813.6 | 813.6 |
| N412A: Hyetts Corner Rd to Lorewood Grove Rd | 515.0 | - | - | - | 515.0 | - | 599.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - |
| New Castle Co. Industrial Track Greenway, Phase III | 300.0 | - | - | - | 300.0 | - | 300.0 | 800.0 | 300.0 | 6,000.0 | 6,000.0 | 13,100.0 | 0.0 | 13,100.0 | 13,100.0 |
| Newark Train Station/Regional Transportation Center | 2,400.0 | 15,000.0 | 15,000.0 | 800.0 | 33,200.0 | - | 3,724.6 | 15,000.0 | 15,000.0 | 800.0 | 0.0 | 30,800.0 | 0.0 | - | - |
| Pomeroy Trail | - | - | - | - | - | - | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - |
| Possum Park Rd and Old Possum Park Rd Intersection | 10.0 | 39.5 | - | - | 49.5 | 480.0 | 10.0 | 39.6 | 0.0 | 0.0 | 0.0 | 39.6 | 1,900.0 | (39.9) | (39.9) |
| Pyles Ford Rd, Culvert Replacements | - | 735.3 | - | - | 735.3 | - | 0.0 | 735.3 | 0.0 | 0.0 | 0.0 | 735.3 | 0.0 | - | - |
| Rail Cars ARRA | 806.0 | - | - | - | 806.0 | - | 667.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - |
| Road A/SR 7 (Road, Bridge and Mall Connector Study) | 80.0 | 100.0 | 5,700.0 | 5,500.0 | 11,380.0 | - | 422.3 | 1,000.0 | 200.0 | 5,500.0 | 5,500.0 | 12,200.0 | 0.0 | 900.0 | 900.0 |
| Road A and Centre Blvd: Fashion Center Entrance | 1,115.3 | 750.0 | - | - | 1,865.3 | - | 1,115.3 | 750.0 | 0.0 | 0.0 | 0.0 | 750.0 | 0.0 | - | - |
| SR 1/I-95 Interchange | 40,593.7 | - | - | - | 40,593.7 | - | 34,108.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - |
| SR 1: Tybouts Corner to SR 273 | 3,000.0 | 6,000.0 | 15,000.0 | 40,000.0 | 64,000.0 | 40,000.0 | 2,985.5 | 5,992.4 | 1,000.0 | 15,000.0 | 15,000.0 | 36,992.4 | 0.0 | (64,007.6) | (64,007.6) |
| SR 141/I-95 Interchange | 1,250.0 | 5,000.0 | 15,000.0 | - | 21,250.0 | - | 1,284.1 | 5,000.0 | 15,000.0 | 0.0 | 0.0 | 20,000.0 | 0.0 | - | - |
| SR 141 and Commons Blvd. Intersection Improvements | 500.0 | 500.0 | 600.0 | 3,000.0 | 4,600.0 | 6,000.0 | 500.0 | 500.0 | 771.9 | 3,000.0 | 6,000.0 | 10,271.9 | 0.0 | 171.9 | 171.9 |

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 13, 2014

| | Amended FY 2014-17 TIP, September 2013 | | | | | | DRAFT FY 2015-18 TIP, December 2013 | | | | | | | | Difference |
|--|--|------------------|------------------|------------------|---------------------|--------------------------------|-------------------------------------|------------------|------------------|------------------|------------------|---------------------|--------------------------------|-----------|------------|
| PROJECT TITLE (All \$ x 1,000) | FY 2014 TOTAL | FY 2015 TOTAL | FY 2016 TOTAL | FY 2017 TOTAL | TOTAL FY 2014-17 | OUTYEARS TOTAL FY2018-19 | FY 2014 TOTAL | FY 2015 TOTAL | FY 2016 TOTAL | FY 2017 TOTAL | FY 2018 TOTAL | TOTAL FY 2015-18 | OUTYEARS TOTAL FY2019-20 | FY15-18 | |
| SR 2, S Union Street: Railroad Bridge to Sycamore St | 3,210.0 | 1,300.0 | - | - | 4,510.0 | - | 3,217.9 | 1,191.9 | 0.0 | 0.0 | 0.0 | 1,191.9 | 0.0 | (108.1) | |
| SR 299, SR 1 to Catherine Street | | | | | | | 0.0 | 500.0 | 500.0 | 1,000.0 | 3,000.0 | 5,000.0 | 3,500.0 | 5,000.0 | |
| SR 4, Christina Parkway: SR2 to SR 896 | 100.0 | 100.0 | 32.4 | - | 232.4 | 2,300.0 | 100.0 | 100.0 | 32.4 | 300.0 | 2,000.0 | 2,432.4 | 18,000.0 | 2,000.0 | |
| SR 7: Newtown Road to SR 273 | 3,971.5 | - | - | - | 3,971.5 | - | 4,495.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | |
| SR 72: McCoy Road to SR 71 | 575.0 | 500.0 | - | 2,000.0 | 3,075.0 | 11,207.1 | 594.1 | 500.0 | 0.0 | 2,000.0 | 9,000.0 | 11,500.0 | 2,207.1 | - | |
| SR 9, New Castle Ave: 3rd Street to Heald Street | - | - | - | 250.0 | 250.0 | 450.0 | 0.0 | 0.0 | 0.0 | 250.0 | 250.0 | 500.0 | 1,000.0 | - | |
| SR 9, River Road Flood Remediation | - | - | - | - | - | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,200.0 | - | |
| Talley Rd: East Coast Greenway/Northern DE Greenway | 1,101.1 | - | - | - | 1,101.1 | - | 1,597.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | |
| Third Rail Track Expansion (NE Corridor Imp., Orange St BR) | 26,836.1 | 12,663.9 | - | - | 39,500.0 | - | 26,381.0 | 15,363.0 | 0.0 | 0.0 | 0.0 | 15,363.0 | 0.0 | 2,699.1 | |
| Transit (Fixed Route) Vehicle Expansion, NCC | 2,231.7 | 1,839.1 | 1,466.9 | - | 5,537.7 | 1,554.2 | 2,231.7 | 1,839.1 | 1,466.9 | 0.0 | 1,554.2 | 4,860.2 | 0.0 | - | |
| Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC | 13,626.3 | 14,779.4 | 87.8 | 4,104.5 | 32,598.0 | 10,300.3 | 13,654.4 | 14,780.5 | 87.8 | 4,104.5 | 821.2 | 19,794.0 | 23,218.6 | 1.1 | |
| Transit (Paratransit) Vehicle Expansion, NCC | - | 1,114.1 | 1,020.0 | 1,050.6 | 3,184.7 | 2,196.7 | 0.0 | 1,114.1 | 1,020.0 | 1,050.9 | 1,082.1 | 4,267.1 | 1,114.6 | 0.3 | |
| Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC | 3,360.8 | 649.1 | 6,016.8 | 5,050.6 | 15,077.3 | 11,957.8 | 3,360.8 | 649.1 | 6,016.8 | 5,050.6 | 3,191.6 | 14,908.1 | 8,766.2 | - | |
| Transit Preventive Maintenance, NCC | 6,500.0 | 6,500.0 | 6,500.0 | 6,500.0 | 26,000.0 | 13,000.0 | 6,500.0 | 6,500.0 | 6,500.0 | 6,500.0 | 6,500.0 | 26,000.0 | 13,000.0 | - | |
| Tyler McConnell Bridge, SR 141: Montchanin to Alapocas | - | - | - | - | - | 1,000.0 | 0.0 | 0.0 | 0.0 | 500.0 | 500.0 | 1,000.0 | 4,000.0 | 500.0 | |
| US 13, Duck Creek to SR 1 | | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 400.0 | 400.0 | 1,100.0 | 400.0 | |
| US 13, Philadelphia Pike: Claymont Plan Implementation | 475.0 | 250.0 | 200.0 | 250.0 | 1,175.0 | 6,750.0 | 475.0 | 0.0 | 0.0 | 0.0 | 150.0 | 150.0 | 300.0 | (2,300.0) | |
| US 301: Maryland Line to SR 1 | 63,357.9 | 154,850.3 | 154,912.1 | 95,183.9 | 468,304.2 | 136,102.3 | 38,583.6 | 154,850.3 | 154,912.1 | 95,183.9 | 69,054.3 | 474,000.6 | 78,036.3 | - | |
| US 40 and SR 896 Grade Separated Intersection | - | - | - | 1,000.0 | 1,000.0 | 3,500.0 | 0.0 | 0.0 | 1,000.0 | 1,500.0 | 1,500.0 | 4,000.0 | 2,000.0 | 1,500.0 | |
| US 40 Corridor Intermodal Study | | | | | | | 64.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | |
| US 40 Program Management | 50.0 | - | - | - | 50.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | |
| US 40, Pulaski Hwy and SR 72, Wrangle Hill Rd Intersection | 620.0 | 2,300.0 | 4,550.0 | 4,550.0 | 12,020.0 | 7,500.0 | 450.0 | 2,250.0 | 4,500.6 | 4,500.0 | 7,500.0 | 18,750.6 | 0.0 | (149.4) | |

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 13, 2014

| | Amended FY 2014-17 TIP, September 2013 | | | | | | DRAFT FY 2015-18 TIP, December 2013 | | | | | | | | Difference |
|---|--|------------------|------------------|------------------|---------------------|--------------------------------|-------------------------------------|------------------|------------------|------------------|------------------|---------------------|--------------------------------|----------|------------|
| PROJECT TITLE <i>(All \$ x 1,000)</i> | FY 2014 TOTAL | FY 2015 TOTAL | FY 2016 TOTAL | FY 2017 TOTAL | TOTAL FY 2014-17 | OUTYEARS TOTAL FY2018-19 | FY 2014 TOTAL | FY 2015 TOTAL | FY 2016 TOTAL | FY 2017 TOTAL | FY 2018 TOTAL | TOTAL FY 2015-18 | OUTYEARS TOTAL FY2019-20 | FY15-18 | |
| Washington Street, New Castle | 4,562.6 | - | - | - | 4,562.6 | - | 4,951.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | |
| Westown, Wiggins Mill Rd: Green Giant to St Annes | - | - | - | - | - | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | - | |
| Wilmington Initiatives: 4th St., Walnut St. to I-95 | | | | | | | 0.0 | 0.0 | 350.0 | 400.0 | 500.0 | 1,250.0 | 1,750.0 | 1,250.0 | |
| Wilmington Initiatives: Walnut St., MLK to 16th St | | | | | | | 0.0 | 0.0 | 500.0 | 500.0 | 500.0 | 1,500.0 | 2,500.0 | 1,500.0 | |
| Wilmington Ops. Ctr/Admin Bldg / Master Plan | 675.0 | - | 25.0 | 625.0 | 1,325.0 | - | 2,612.3 | 160.6 | 25.0 | 625.0 | 0.0 | 810.6 | 0.0 | 160.6 | |
| Wilmington Riverfront Program (AAA Garage) | 3,568.0 | 168.0 | 168.0 | 68.0 | 3,972.0 | 136.0 | 168.0 | 156.0 | 100.0 | 0.0 | 0.0 | 256.0 | 0.0 | (216.0) | |
| Wilmington Signal Improvements, Phase II | 2,200.0 | - | - | - | 2,200.0 | - | 3,296.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | |
| Wilmington Transit Hub | - | 400.0 | 400.0 | - | 800.0 | - | 0.0 | 400.0 | 400.0 | 0.0 | 740.0 | 1,540.0 | 3,740.0 | 740.0 | |
| Wilmington UST Replacement - State of Good Repair | 1,200.0 | - | - | - | 1,200.0 | - | 1,000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | |
| | | | | | | | | | | | | | | | |
| CECIL COUNTY | - | - | - | - | - | - | | | | | | | | | |
| Areawide Bridge Replacement and Rehabilitation | 2,500.0 | 2,400.0 | 2,400.0 | - | 7,300.0 | - | 3,120.0 | 3,280.0 | 3,320.0 | 2,950.0 | 0.0 | 9,550.0 | 0.0 | 4,750.0 | |
| Areawide Congestion Management | 840.0 | 850.0 | 850.0 | - | 2,540.0 | - | 1,290.0 | 1,250.0 | 1,155.0 | 1,155.0 | 0.0 | 3,560.0 | 0.0 | 1,860.0 | |
| Areawide Environmental Projects | 1,370.0 | 1,450.0 | 1,450.0 | - | 4,270.0 | - | 3,120.0 | 3,580.0 | 3,630.0 | 3,120.0 | 0.0 | 10,330.0 | 0.0 | 7,430.0 | |
| Areawide Resurfacing and Rehabilitation | 4,810.0 | 4,950.0 | 4,950.0 | - | 14,710.0 | - | 5,045.0 | 6,080.0 | 6,300.0 | 5,770.0 | 0.0 | 18,150.0 | 0.0 | 8,250.0 | |
| Areawide Safety and Spot Improvements | 3,330.0 | 3,490.0 | 3,490.0 | - | 10,310.0 | - | 5,930.0 | 6,660.0 | 6,210.0 | 5,010.0 | 0.0 | 17,880.0 | 0.0 | 10,900.0 | |
| Areawide Urban Street Reconstruction | 450.0 | 500.0 | 500.0 | - | 1,450.0 | - | 330.0 | 340.0 | 350.0 | 350.0 | 0.0 | 1,040.0 | 0.0 | 40.0 | |
| Cecil County Bridge Preservation (CE-0097 Baron Rd) | - | - | - | - | - | - | 2,800.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | |
| Chesapeake & Delaware (C&D) Canal Trail - Maryland | 1,200.0 | 360.0 | - | - | 1,560.0 | - | 500.0 | 1,200.0 | 360.0 | 0.0 | 0.0 | 1,560.0 | 0.0 | 1,200.0 | |
| Jobs Access and Reverse Commute (JARC) Transit Operating Assistance | 554.0 | | | | 554.0 | | 554.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | |
| MARC Maintenance Facility | | | | | | | 1,331.0 | 1,705.0 | 0.0 | 0.0 | 0.0 | 1,705.0 | 0.0 | 1,705.0 | |
| MD 272 Bridge over Amtrak | 4,731.0 | 6,304.0 | 2,721.0 | - | 13,756.0 | - | 2,581.0 | 6,366.0 | 5,238.0 | 852.0 | 0.0 | 12,456.0 | 0.0 | 3,431.0 | |

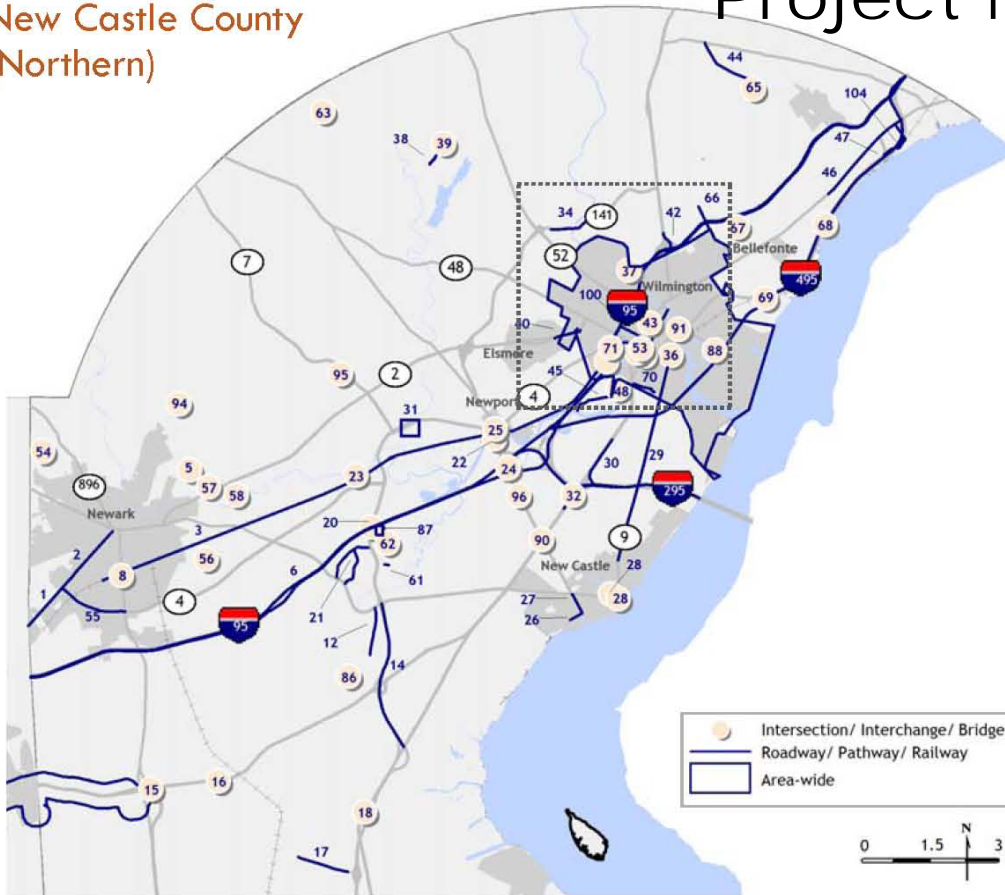
FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 13, 2014

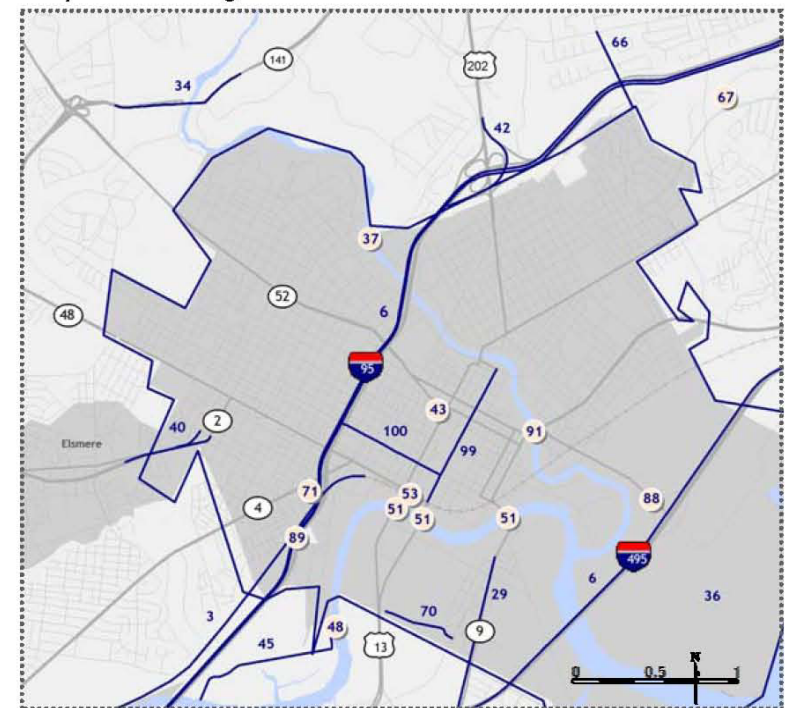
| PROJECT TITLE (All \$ x 1,000) | Amended FY 2014-17 TIP, September 2013 | | | | | | DRAFT FY 2015-18 TIP, December 2013 | | | | | | | | Difference |
|---|--|------------------|------------------|------------------|---------------------|--------------------------------|-------------------------------------|------------------|------------------|------------------|------------------|---------------------|--------------------------------|--|------------|
| | FY 2014 TOTAL | FY 2015 TOTAL | FY 2016 TOTAL | FY 2017 TOTAL | TOTAL FY 2014-17 | OUTYEARS TOTAL FY2018-19 | FY 2014 TOTAL | FY 2015 TOTAL | FY 2016 TOTAL | FY 2017 TOTAL | FY 2018 TOTAL | TOTAL FY 2015-18 | OUTYEARS TOTAL FY2019-20 | | FY15-18 |
| New Freedom Transit Operating Assistance | 72.0 | | | | 72.0 | | 72.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | - |
| Small Urban Transit - Capital Assistance | 922.0 | - | - | - | 922.0 | - | 922.0 | 922.0 | 922.0 | 922.0 | 922.0 | 3,688.0 | 0.0 | | 3,688.0 |
| Small Urban Transit - Operating Assistance | 666.0 | - | - | - | 666.0 | - | 666.0 | 666.0 | 666.0 | 666.0 | 666.0 | 2,664.0 | 0.0 | | 2,664.0 |
| Susquehanna River Rail Bridge | | | | | | | 4,000.0 | 7,500.0 | 6,500.0 | 3,337.0 | 500.0 | 17,837.0 | 0.0 | | 7,500.0 |
| Transportation Enhancements/Alternatives Program - Cecil County | | | | | | | 0.0 | 619.0 | 2,437.0 | 0.0 | 0.0 | 3,056.0 | | | |
| Delaware Statewide Subtotal | 265,280.9 | 240,179.7 | 209,029.0 | 217,014.6 | 931,504.1 | 410,615.7 | 64,712.4 | 197,534.9 | 204,426.1 | 219,967.6 | 207,217.4 | 829,146.0 | 397,008.4 | | (40,955.1) |
| New Castle County Subtotal | 266,564.4 | 265,179.4 | 271,717.4 | 223,387.6 | 1,026,848.8 | 310,629.4 | 238,662.6 | 267,444.0 | 261,773.8 | 207,729.9 | 186,650.4 | 923,598.2 | 229,452.8 | | (24,882.7) |
| Cecil County Subtotal | 21,445.0 | 20,304.0 | 16,361.0 | - | 58,110.0 | - | 32,261.0 | 40,168.0 | 37,088.0 | 24,132.0 | 2,088.0 | 103,476.0 | 0.0 | | 66,811.0 |
| TOTAL | 553,290.3 | 525,663.0 | 497,107.4 | 440,402.2 | 2,016,462.9 | 721,245.1 | 335,636.1 | 505,146.9 | 503,287.9 | 451,829.5 | 395,955.8 | 1,856,220.2 | 626,461.2 | | 973.3 |

New Castle County
(Northern)

Project Maps



City of Wilmington



*Only mappable projects in NCC are included

- | | | | |
|---|---|---|---|
| 1 SR 2, Elkton Road: MD Line to Casho Mill Rd. | 22 BR 159 Improvements | 38 Pyles Ford Rd, Culvert Replacements | 56 BR 254 Old Newark Rd over Cool Run |
| 2 SR 2, Elkton Road: Casho Mill Rd to Delaware Ave. | 23 Fairplay Train Station - Parking Expansion | 39 BR 110 on N239, Pyles Ford Road | 57 BR 229 on SR 2 over White Clay Creek |
| 3 Third Rail Track Expansion, Newark to Wilmington | 24 SR 141/I-95 Interchange | 40 SR 2: Railroad Bridge to Sycamore St. | 58 BR 239 on Red Mill Rd. |
| 5 Possum Park Rd & Old Possum Park Rd Intersection | 25 BR 501 on SR 141 Viaduct over SR 4 | 42 I-95 & US 202 Interchange, Widening of ramp | 61 Fashion Center Entrance, Road A & Centre Blvd. |
| 6 Interstate Maintenance | 26 SR 9, River Road Flood Remediation | 43 Wilmington Transit Hub | 62 Christiana Mall Park and Ride |
| 8 Newark Train Station | 27 Washington, Pedestrian upgrades | 44 Grubb Rd: Foulk Rd to SR 92, Ped. Improvements | 63 BR 112 on Yorklyn Rd over Red Clay Creek |
| 12 SR 7: Newtown Road to SR 273 | 28 City of New Castle (SR9/3rd, SR9/6th) | 45 NCC Industrial Track Greenway, Phase III | 65 BR 032 on Foulk Rd |
| 14 SR 1: Tybouts Corner to SR 273 | 29 SR 9, New Castle Ave - 3rd St to Heald St. | 46 Claymont Transportation Plan Implementation | 66 Northern Delaware Greenway - Talley Rd. |
| 15 US 40 and SR 896 Interchange | 30 I-295 Improvements, WB from I-295 to US 1 | 47 Claymont Train Station | 67 BR 543 on Carr Rd over Shellpot Creek |
| 16 US 40 Pulaski Highway/ SR 72 Wrangle Hill Road | 31 Glenville Wetland Bank | 48 Christina River Bridge Crossing | 68 BR 826 Rehabilitation |
| 17 SR 72: McCoy Road to SR 71 | 32 BR 665N & 1-665S on US 13 | 51 BR 687, 688, 693 Wilmington Drawbridge | 69 BR 567 on Hay Rd over Shellpot Creek |
| 18 Mid County DMV | 34 Tyler McConnell Bridge | 53 Wilmington Operations Center | 70 Garasches Lane |
| 20 SR 1/I-95 Interchange | 36 Wilmington Signal Improvements | 54 BR 274 on Wedgewood Rd | 71 Beech St. Generator |
| 21 Road A/SR 7, Widening and reconfiguration | 37 BR 585 on N049 Augustine Cutoff | 55 SR 4 from SR 2 to SR 896 | |

New Castle County
(Southern)

Cecil County



- 72 BR 366 on Chesapeake City Road over Guthrie Run
- 73 C & D Canal Trail
- 74 Lorewood Grove Rd: Hyatts Corner to Lorewood Grove
- 75 Lorewood Grove Rd Part I, Roadway Improvements
- 77 Jamison Corner Rd: Relocated to Boyds Corner Rd
- 78 Boyds Corner Rd: Cedar Lane to US 13
- 79 Boyds Corner Park and Ride
- 80 Cedar Lane, Roadway Improvements
- 81 BR 393 on SR 299 over Appoquinimink River
- 82 BR 444 on Old Corbitt Road, East of Odessa
- 83 US 301: Maryland Line to SR 1
- 85 Westown, Wiggins Mill Rd: Green Giant to St Annes
- 86 BR 291 on Songsmith Dr over tributary to Smalley's Pond
- 87 Cavaliers Mitigation

- 88 BR 814 on 12th Street over NS RR
- 89 BR 748, I-95 Wilmington Viaduct
- 90 BR 680 on SR 141 over US 13
- 91 BR 577 on Northeast Blvd over Brandywine River
- 92 BR 488 on US 135B, South of Odessa
- 93 BR 438 on Blackbird Station over Blackbird Creek
- 94 BR 227 on Paper Mill Road over Middle Run
- 95 BR 191 on Milltown Rd over Mill Creek
- 96 SR 141 and Commons Blvd Intersection
- 97 SR 299, SR 1 to Catherine Street**
- 98 US 13: Duck Creek to SR 1**
- 99 Wilmington Initiatives: Walnut St., MLK to 16th St.**
- 100 Wilmington Initiatives: 4th St., Walnut St. to I-95**
- 104 Claymont Sidewalks - Myrtle & Manor Avenues**

Cecil County

- 1 Areawide Resurfacing Safety Improvements
- 2 MD 272 Bridge over Amtrak
- 3 Small Urban Transit - Capital and Operating
- 4 Areawide Bridge Replacement & Rehabilitation
- 5 Areawide Urban Street Reconstruction
- 6 Areawide Congestion Management
- 7 Areawide Environmental Projects
- 8 Areawide Resurfacing and Rehabilitation
- 9 Chesapeake & Delaware Canal Trail
- 10 Susquehanna River Bridge Replacement**
- 11 MARC Maintenance Facility****

Proposed Projects in BOLD

**Project not shown on map

Sample TIP Project Page

Investment Area categories are:

Center/Core – Well established areas with the most people and/or jobs. Planned investment emphasizes public transportation, walking and bicycling.

Community – Well established areas with moderate growth and development expected. Planned investment expands and improves existing transportation services and facilities.

Developing – Areas where land uses and development patterns are emerging. Planned investment encourages phased planned growth and rational development.

Rural – Areas where limited growth and development exist or are expected. Planned investment preserves natural resources and existing transportation facilities and services.

DOT funding category

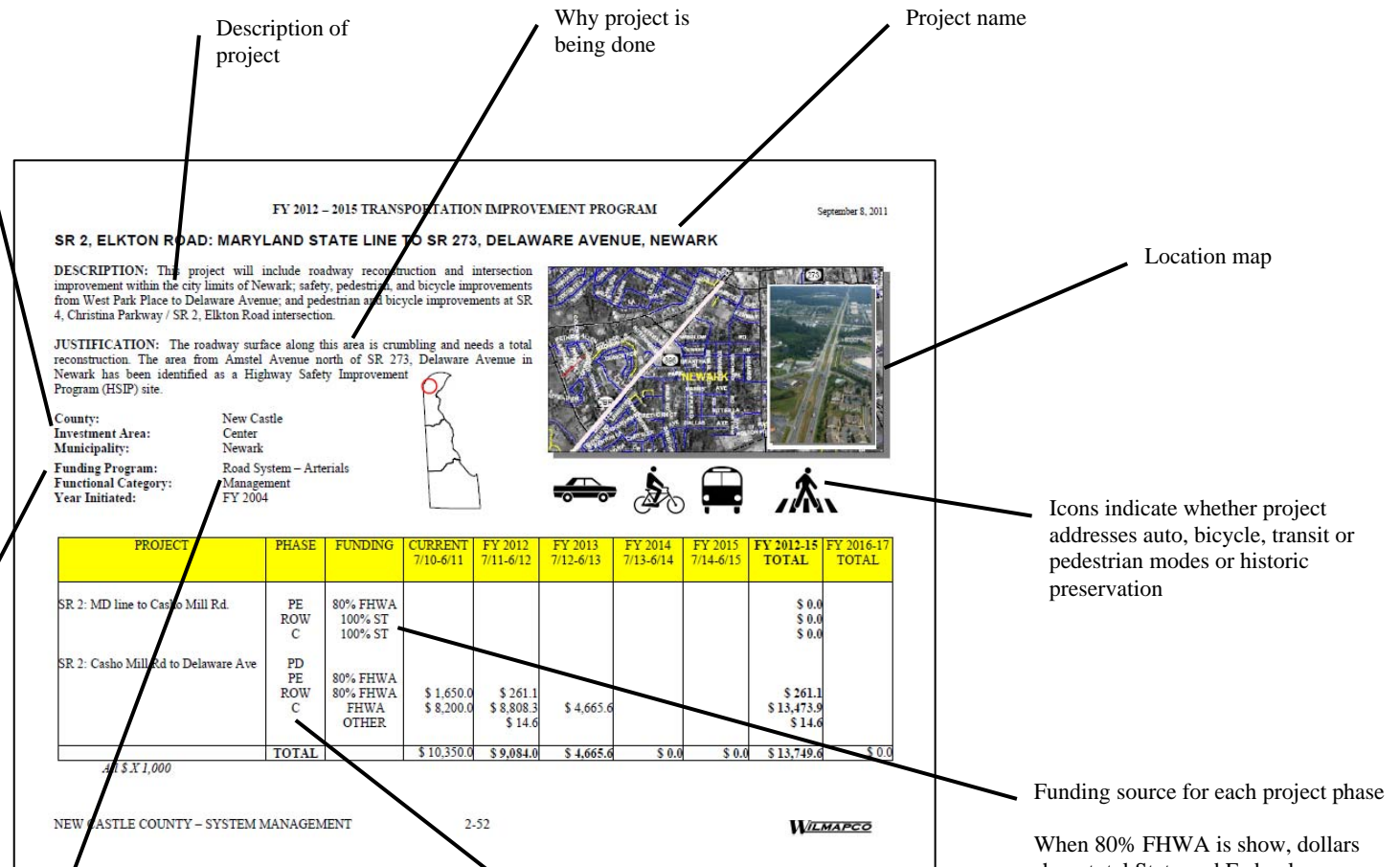
Functional categories are:

Program Development – Identify a need and decide on a solution

Preservation – Maintain an existing facility or service

Management – Enhance existing facility or service to sustain an acceptable level of service

Expansion – New or expanded services and infrastructure



DELAWARE STATEWIDE

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

BRIDGE PRESERVATION PROGRAM

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

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

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

| 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 | ST FHWA | \$ 94.9 \$ 518.2 | \$ 574.8 \$ 1,000.0 | \$ 1,516.7 \$ 2,000.0 | \$ 15,000.0 | \$ 3,000.0 \$ 12,000.0 | \$ 5,091.5 \$ 30,000.0 | \$ 6,000.0 \$ 24,000.0 |
| TOTAL | | \$ 613.1 | \$ 1,574.8 | \$ 3,516.7 | \$ 15,000.0 | \$ 15,000.0 | \$ 35,091.5 | \$ 30,000.0 |

ALL \$ X 1,000

COMMUNITY TRANSPORTATION FUND

DESCRIPTION: Funding is designated by individual legislators for specific transportation-related projects.

JUSTIFICATION: This fund permits individual legislators to address small transportation projects that may not meet department priorities.

County: Statewide
Municipality:
Funding Program: Grants and Allocations – Community Transportation Fund
Functional Category: Preservation
Year Initiated: FY 1996 (formerly Suburban Streets and Drainage/Suburban Street Fund)

| 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%ST | \$ 1,400.9 | \$ 13,375.0 | \$ 8,375.0 | \$ 13,375.0 | \$ 8,375.0 | \$ 43,500.0 | \$ 21,750.0 |
| TOTAL | | \$ 1,400.9 | \$ 13,375.0 | \$ 8,375.0 | \$ 13,375.0 | \$ 8,375.0 | \$ 43,500.0 | \$ 21,750.0 |

All \$ X 1,000

DAM PRESERVATION PROGRAM

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

JUSTIFICATION: Protects communities and infrastructure.

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



| 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 Other | | \$ 750.0 \$ 2,000.0 | \$ 2,750.0 | \$ 2,750.0 | \$ 2,750.0 | \$ 11,000.0 | \$ 5,500.0 |
| TOTAL | | \$ 0.0 | \$ 2,750.0 | \$ 2,750.0 | \$ 2,750.0 | \$ 2,750.0 | \$ 11,000.0 | \$ 5,500.0 |

All \$ X 1,000

EQUIPMENT

DESCRIPTION: Systematic equipment replacement program for long-life light and heavy equipment used by the department to carry out maintenance and construction jobs. Graders, front-end loaders, rollers, dump trucks, street sweepers, four-wheel drive vehicles, pickup trucks and sewer flushers are typical pieces of equipment.

JUSTIFICATION: As equipment age increases, the maintenance costs for capital assets tend to rise. As these assets near the end of their useful lives, maintenance costs and asset reliability can become prohibitive. This reality has given rise to the concept of economic life, or the age beyond which it is more economical to replace an asset than it is to continue to maintain it. This is a common management practice in private industry.

County: Statewide
Municipality:
Funding Program: Support Systems – Heavy Equipment
Functional Category: Preservation
Year Initiated: FY 1991



| 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 |
|--------------|---------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|---------------------|
| PRO | ST | \$ 0.0 | \$ 8,000.0 | \$ 10,400.0 | \$ 10,400.0 | \$ 10,800.0 | \$ 39,600.0 | \$ 21,600.0 |
| TOTAL | | \$ 0.0 | \$ 8,000.0 | \$ 10,400.0 | \$ 10,400.0 | \$ 10,800.0 | \$ 39,600.0 | \$ 21,600.0 |

All \$ X 1,000

MATERIALS AND MINOR CONTRACTS

DESCRIPTION: Examples of capital repairs and minor improvements that would be funded by this program include minor turn lanes at intersections, concrete pavement repairs, repair/replacement of curbs, gutters and sidewalks, traffic control devices (including those necessary for pedestrian, transit and bicycle access), rotomilling, crossover modifications, guardrail installations, and drainage improvements. Annual unit price contracts are issued for various types of work to quickly address specific needs as they are identified. These are projects and programs, which require no acquisition of right-of-way, minimal design, and any location and/or environmental studies or permits. Other improvements include necessary replacements of sign structures, high mast lighting, and traffic signal supports replacements that are identified.

National Pollutant Discharge Elimination System (NPDES): Entities operating stormwater discharge systems in northern Delaware, must meet the requirements of the Federal Water Pollution Control Act (FCWA) with regard to discharges from these systems into federally protected waterways. Most of the requirements relating to satisfying this mandate relate to the proper maintenance and operation of the existing stormwater discharge system.

JUSTIFICATION: Funding is provided to address minor capital problems throughout the year at the maintenance district level.

County: Statewide
Municipality:
Funding Program: Road System – Other
Functional Category: Preservation
Year Initiated: FY 1996

| 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 | \$ 1,773.3 | \$ 6,065.0 | \$ 6,050.0 | \$ 6,250.0 | \$ 6,075.0 | \$ 24,440.0 | \$ 12,100.0 |
| TOTAL | | \$ 1,773.3 | \$ 6,065.0 | \$ 6,050.0 | \$ 6,250.0 | \$ 6,075.0 | \$ 24,440.0 | \$ 12,100.0 |

All \$ X 1,000

MUNICIPAL STREET AID

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

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

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

| 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% ST | \$ 0.0 | \$ 4,000.0 | \$ 4,000.0 | \$ 4,000.0 | \$ 4,000.0 | \$ 16,000.0 | \$ 8,000.0 |
| TOTAL | | \$ 0.0 | \$ 4,000.0 | \$ 4,000.0 | \$ 4,000.0 | \$ 4,000.0 | \$ 16,000.0 | \$ 8,000.0 |

ALL \$ X 1,000

PAVING AND REHABILITATION PROGRAM

DESCRIPTION: This program consists of major pavement rehabilitation and pavement resurfacing of state maintained roadways (except for the Community Transportation Fund program). Specific locations are determined after each spring's inspection and paired with new technologies to gain efficiencies.

JUSTIFICATION: These projects are necessary in order to maintain a road inventory that does not become deficient and to improve deteriorating pavement conditions throughout the State.

County: Statewide
Municipality:
Funding Program: Road System – Other
Functional Category: Preservation
Year Initiated: FY 1998

| 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 | \$ 478.2 | \$ 54,300.0 | \$ 62,300.0 | \$ 58,800.0 | \$ 55,800.0 | \$231,200.0 | \$ 93,000.0 |
| | FHWA | \$ 21,261.0 | \$ 12,800.0 | \$ 12,800.0 | \$ 16,800.0 | \$ 14,800.0 | \$57,200.0 | \$ 29,600.0 |
| TOTAL | | \$21,739.2 | \$67,100.0 | \$75,100.0 | \$75,600.0 | \$70,600.0 | \$288,400.0 | \$ 122,600.0 |

ALL \$ X 1,000

RAIL PRESERVATION

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

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

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

| 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% ST | \$ 100.0 | \$ 300.0 | \$ 300.0 | \$ 300.0 | \$ 300.0 | \$ 1,200.0 | \$ 600.0 |
| TOTAL | | \$ 100.0 | \$ 300.0 | \$ 300.0 | \$ 300.0 | \$ 300.0 | \$ 1,200.0 | \$ 600.0 |

All \$ X 1,000

TRANSIT FACILITIES

DESCRIPTION: This project identified for the preservation of transit facilities could include but is not limited to replacement of security cameras, tools, and equipment.

JUSTIFICATION: To enhance transit use and encourage movement of people and goods through other than single occupant vehicles.

County: Statewide
Municipality:
Funding Program: Transit – Transit Facilities
Functional Category: Preservation
Year Initiated: FY 1994



| SEGMENT | 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 |
|--|-------|---------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|---------------------|
| Bus Stop Improvement Program | C | 100% ST | \$ 138.2 | \$ 100.0 | \$ 100.0 | \$ 100.0 | \$ 100.0 | \$ 400.0 | \$ 200.0 |
| Program Development | PD | 100% ST | \$ 11.6 | | | | | \$ 0.0 | |
| Transit Facilities Parking Lot Repairs | PD | 100% ST | \$ 250.0 | | | | | \$ 0.0 | |
| Bus shelter glass replacement | C | 80% FTA | \$ 1,025.0 | \$ 0.0 | | | | \$ 0.0 | |
| Bus stop ADA access | C | 90% FTA | \$ 1,366.9 | \$ 400.0 | | | | \$ 400.0 | |
| TOTAL | | | \$ 2,820.0 | \$ 3,912.8 | \$ 1,050.0 | \$ 100.0 | \$ 100.0 | \$ 800.0 | \$ 200.0 |

ALL \$ X 1,000

TRANSPORTATION FACILITIES

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

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

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

North District – Bear Facility



| SEGMENT | 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 |
|----------------|-------|---------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|---------------------|
| Administration | C | 100% ST | \$ 0.0 | \$ 600.0 | \$ 600.0 | \$ 700.0 | \$ 800.0 | \$2,700.0 | \$ 1,600.0 |
| Operations | C | 100% ST | \$ 3,204.7 | \$ 5,400.0 | \$ 5,400.0 | \$ 5,650.0 | \$ 7,350.0 | \$23,800.0 | \$ 14,700.0 |
| TOTAL | | | \$ 3,204.7 | \$6,000.0 | \$ 6,000.0 | \$6,350.0 | \$8,150.0 | \$26,500.0 | \$ 16,300.0 |

All \$ X 1,000

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT, STATEWIDE

DESCRIPTION: This project includes the purchase of additional buses and support transit vehicles to be used in accordance with the Delaware Department of Transportation (DelDOT)/Delaware Transit Corporation (DTC) approved vehicle replacement schedule, business plan and service plan.

This project also includes the replacement of support and diagnostic equipment for fixed route and paratransit bus maintenance. Major equipment supported by this project includes engine and transmission diagnostic equipment, engine service kits, tire maintenance equipment, brake lathes, hydraulic dollies, transmission jack, jib crane, and specialized tools required to maintain vehicle systems.

JUSTIFICATION: This project is necessary to meet the projected vehicle replacement schedule statewide.

County: Statewide
Funding Program: Transit System – Vehicles
Functional Category: Preservation
Year Initiated: FY 1991



| SEGMENT | 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 |
|----------------------------------|----------|--------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------------|---------------------|
| Support Vehicles | PRO | 100% ST | \$0.0 | \$25.1 | \$76.8 | \$52.7 | \$50.0 | \$204.6 | \$100.0 |
| Job Access Reverse Commute | Planning | 50% FTA | \$337.7 | \$337.7 | \$337.7 | \$337.7 | \$337.7 | \$1,350.8 | \$337.7 |
| Maintenance Equipment & Tools | PRO | 100% ST | | \$162.5 | \$142.5 | \$126.5 | \$194.2 | \$625.7 | \$388.4 |
| New Freedom Program | PRO | 100% FTA | | | \$248.7 | \$248.7 | \$248.7 | \$746.1 | \$248.7 |
| Vehicle Replacement 5310 Program | PRO | ST | \$864.4 | | \$867.6 | \$867.6 | \$867.6 | \$2,602.8 | \$1,735.2 |
| | | FTA | \$470.5 | \$470.5 | \$470.5 | \$470.5 | \$470.5 | \$1,882.0 | \$941.0 |
| CAD/AVL | PRO | 80% FTA 100% ST | \$2,720.0 | \$2,554.7 \$7.2 | | | | \$2,554.7 \$7.2 | |
| TOTAL | | | \$4,392.6 | \$3,557.7 | \$2,143.8 | \$2,103.7 | \$2,168.7 | \$9,973.9 | \$ 3,751.0 |

All \$ X 1,000

AERONAUTICS, STATEWIDE

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

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

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



| SEGMENT | 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 Development | Planning | 100% ST | \$ 274.3 | \$ 280.0 | \$ 280.0 | \$ 280.0 | \$ 280.0 | \$ 1,120.0 | \$ 560.0 |
| Planning | Planning | ST | \$ 7.7 | \$ 16.0 | \$ 16.0 | \$ 16.0 | \$ 16.0 | \$ 64.0 | \$ 32.0 |
| | | FAA | | \$ 160.0 | \$ 160.0 | \$ 160.0 | \$ 160.0 | \$ 640.0 | \$ 320.0 |
| TOTAL | | | \$ 282.0 | \$456.0 | \$456.0 | \$ 456.0 | \$ 456.0 | \$ 1,824.0 | \$ 912.0 |

All \$ X 1,000

BICYCLE, PEDESTRIAN AND OTHER IMPROVEMENTS

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

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

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



| 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 | \$ 0.0 | \$ 1,733.1 | \$ 250.0 | \$ 250.0 | \$ 250.0 | \$ 2,483.1 | \$ 500.0 |
| | | \$ 434.5 | \$ 2,314.0 | \$ 1,000.0 | \$ 1,000.0 | \$ 1,000.0 | \$ 5,314.0 | \$ 2,000.0 |
| TOTAL | | \$ 434.5 | \$ 4,047.1 | \$ 1,250.0 | \$ 1,250.0 | \$ 1,250.0 | \$ 7,797.1 | \$ 2,500.0 |

All \$ X 1,000

BRIDGE MANAGEMENT PROGRAM

DESCRIPTION: The Bridge Management Program provides for routine bridge inspections that identify maintenance level improvements and items requiring more extensive repair. This bridge analysis becomes the basis for developing the Bridge Preservation project list.

The Bridge Inspection Program provides safety inspection services, software, training, load testing, inspection equipment and other incidentals required to perform bridge safety inspections to conduct FHWA mandated Bridge Safety Inspections.

JUSTIFICATION: The bridge management program identifies deficient bridges and funding for preliminary engineering, right-of-way, and construction in the Bridge Projects section. As individual bridge projects are identified, they are then listed as separate projects in the capital program.

County: Statewide
Municipality:
Funding Program: Road System - Bridges
Functional Category: Management
Year Initiated: FY 1993, various names including Bridge Inspection Program and part of Bridge Preservation Program

| SEGMENT | 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 |
|------------------------|--------------|------------|----------------------|------------------------|------------------------|------------------------|------------------------|---------------------------------------|------------------------|
| Bridge Inspection | PE, ROW, C | ST FHWA | \$271.0 \$811.5 | \$1,100.0 \$3,200.0 | \$1,100.0 \$3,200.0 | \$1,100.0 \$3,200.0 | \$1,100.0 \$2,560.0 | \$4,400.0 \$12,160.0 | \$2,200.0 \$5,120.0 |
| Bridge Management | PE, ROW, C | ST FHWA | \$342.3 \$700.5 | \$900.0 \$2,400.0 | \$900.0 \$2,400.0 | \$900.0 \$2,400.0 | \$900.0 \$2,400.0 | \$3,600.0 \$9,600.0 | \$1,300.0 \$2,800.0 |
| Bridge Design Training | | FHWA | \$625.0 | \$624.9 | | | | \$624.9 | |
| | TOTAL | | \$2,750.3 | \$8,224.9 | \$7,600.0 | \$7,600.0 | \$6,960.0 | \$30,384.9 | \$11,420.0 |

ALL \$ X 1,000

INTERSECTION IMPROVEMENTS

DESCRIPTION: Funding is requested for projects that will involve the selection and improvement of signage statewide, as well as evaluation of corridor signing.

JUSTIFICATION: These improvements are federally mandated safety programs and intersection programs that provide safe turning movements and alleviate congestion.

County: Statewide
Funding Program: Road System
Functional Category: Management
Year Initiated: FY 1997

| 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 | \$ 28.3 | \$ 668.0 | \$ 1,468.0 | \$ 1,468.0 | \$ 1,468.0 | \$ 5,072.0 | \$ 2,936.0 |
| | OTHER | \$ 346.6 | \$ 600.0 | \$ 600.0 | \$ 600.0 | \$ 800.0 | \$ 2,600.0 | \$ 600.0 |
| | FHWA | | \$ 1,000.0 | \$ 1,000.0 | \$ 1,000.0 | \$ 600.0 | \$ 3,600.0 | \$ 1,600.0 |
| TOTAL | | \$ 374.9 | \$ 2,268.0 | \$ 3,068.0 | \$ 3,068.0 | \$ 2,868.0 | \$ 11,272.0 | \$ 5,136.0 |

All \$ X 1,000

RAIL CROSSING SAFETY

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

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

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

| SEGMENT | 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 |
|----------------------|--------------|------------|-----------------------|------------------------|------------------------|------------------------|------------------------|--------------------------|----------------------|
| Rail Crossing Safety | PD, C | ST FHWA | \$ 27.4 \$ 1,278.0 | \$ 208.4 \$ 1,303.2 | \$ 269.6 \$ 1,242.1 | \$ 269.6 \$ 1,242.1 | \$ 330.5 \$ 1,181.0 | \$ 1,078.1 \$ 4,968.4 | \$661.0 \$2,362.0 |
| Ride Ability Program | C | ST | \$ 100.0 | \$ 100.0 | \$ 400.0 | \$ 100.0 | \$ 100.0 | \$ 700.0 | \$200.0 |
| | TOTAL | | \$ 1,405.4 | \$ 1,611.6 | \$ 1,911.7 | \$ 1,611.7 | \$ 1,611.5 | \$ 6,746.5 | \$3,223.0 |

All \$ X 1,000

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

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



| 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 | \$884.8 | \$1,080.0 | \$1,080.0 | \$1,080.0 | \$1,080.0 | \$4,320.0 | \$2,160.0 |
| C | OTHER | \$221.2 | \$270.0 | \$270.0 | \$270.0 | \$270.0 | \$1,080.0 | \$540.0 |
| TOTAL | | \$1,106.0 | \$1,350.0 | \$1,350.0 | \$1,350.0 | \$1,350.0 | \$5,400.0 | \$2,700.0 |

All \$ X 1,000

SAFETY IMPROVEMENTS**DESCRIPTION:** Project includes:

- **Hazard Elimination Program** - To identify locations and reduce the severity and frequency of crashes. This is done through identifying locations and crash patterns, conducting field studies, and developing potential solutions. Improvement alternatives are developed that include low cost safety improvements such as signing, pavement marking and/or traffic signal upgrades.
- **High Risk Rural Roads Program** –To identify locations and reduce the severity and frequency of crashes on rural roadways where the crash rate for fatalities and incapacitating injuries exceeds average crash rates. Improvement alternatives are developed that include low cost safety improvements such as signing, pavement marking and/or traffic signal upgrades, which typically do not require full design or right-of-way acquisition.

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

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

| SEGMENT | 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 |
|----------------------------|--------------|------------|----------------------|----------------------|----------------------|------------------------|------------------------|------------------------|------------------------|
| Hazard Elimination Program | C | ST FHWA | \$ 2,444.4 | \$ 2,444.4 | \$ 2,444.4 | \$ 244.4 \$ 2,200.0 | \$ 244.4 \$ 2,200.0 | \$ 488.8 \$ 9,288.8 | \$ 488.8 \$ 4,400.0 |
| High Risk Rural Roads | C | ST FHWA | \$ 277.8 | \$ 277.8 | \$ 277.8 | \$ 27.8 \$ 250.0 | \$ 27.8 \$ 250.0 | \$ 55.6 \$ 1,055.6 | \$ 55.6 \$ 500.0 |
| | TOTAL | | \$ 2,722.2 | \$ 2,722.2 | \$ 2,722.2 | \$ 2,722.2 | \$ 2,722.2 | \$ 10,888.8 | \$ 5,444.4 |

All \$ X 1,000

SIGNAGE AND PAVEMENT MARKINGS

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

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

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

| 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 | \$ 887.8 | \$ 2,272.0 \$ 1,000.0 | \$ 2,272.0 \$ 1,000.0 | \$ 2,272.0 \$ 800.0 | \$ 2,272.0 \$ 800.0 | \$ 9,088.0 \$ 3,600.0 | \$ 4,544.0 \$ 1,600.0 |
| TOTAL | | \$ 887.8 | \$ 3,272.0 | \$ 3,272.0 | \$ 3,072.0 | \$ 3,072.0 | \$ 12,688.0 | \$ 6,144.0 |

All \$ X 1,000

TECHNOLOGY

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

Project includes funds for:

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

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

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

| SEGMENT | 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 |
|------------------------------------|--------------|-----------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|---------------------|
| Disadvantaged Business Enterprise | PRO | 100% FHWA | \$ 125.0 | \$ 125.0 | \$ 125.0 | \$ 125.0 | \$ 125.0 | \$ 500.0 | \$ 250.0 |
| Information Technology Initiatives | PRO | 100% ST | \$ 1,652.0 | \$ 6,940.0 | \$ 6,940.0 | \$ 6,940.0 | \$ 7,940.0 | \$ 28,760.0 | \$ 15,880.0 |
| DMV System Upgrade | PRO | 100% ST | \$ 5,123.4 | \$ 5,000.0 | \$ 5,000.0 | \$ 3,000.0 | | \$ 13,000.0 | |
| On the Job Training | PRO | 100% FHWA | \$ 50.2 | \$ 100.0 | \$ 100.0 | \$ 100.0 | \$ 100.0 | \$ 400.0 | \$ 200.0 |
| Summer Transportation Institute | PRO | ST | \$ 11.2 | \$ 10.0 | \$ 10.0 | \$ 10.0 | \$ 10.0 | \$ 40.0 | \$ 20.0 |
| | | FHWA | \$ 44.8 | \$ 44.8 | \$ 44.8 | \$ 44.8 | \$ 44.8 | \$ 179.2 | \$ 89.6 |
| Enterprise Document Management | PRO | 100% ST | \$ 260.5 | | | | | | |
| | TOTAL | | \$ 7,267.1 | \$ 12,219.8 | \$ 12,219.8 | \$ 10,219.8 | \$ 8,219.8 | \$ 42,879.2 | \$ 16,439.6 |

All \$ X 1,000

TRAFFIC CALMING PROGRAM

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

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



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

| 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 | \$ 73.3 | \$ 150.0 | \$ 200.0 | \$ 150.0 | \$ 150.0 | \$ 650.0 | \$ 300.0 |
| TOTAL | | \$ 73.3 | \$ 150.0 | \$ 200.0 | \$ 150.0 | \$ 150.0 | \$ 650.0 | \$ 300.0 |

All \$ X 1,000

TRANSPORTATION ENHANCEMENTS/TRANSPORTATION ALTERNATIVES PROGRAM - DELAWARE

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

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

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

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

| 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 | \$ 188.0 | \$ 278.1 | \$ 278.1 | \$ 763.1 | \$ 763.1 | \$ 2,082.4 | \$ 1,526.2 |
| | FHWA | \$ 1,725.8 | \$ 4,050.0 | \$ 3,800.0 | \$ 2,940.0 | \$ 2,940.0 | \$ 13,730.0 | \$ 5,880.0 |
| | FTA | \$ 112.4 | \$ 112.4 | \$ 112.4 | \$ 112.4 | \$ 112.4 | \$ 449.6 | \$ 224.8 |
| | Other | | | | | | | |
| TOTAL | | \$ 2,026.2 | \$ 4,440.5 | \$ 4,190.5 | \$ 3,815.5 | \$ 3,815.5 | \$ 16,262.0 | \$ 7,631.0 |

All \$ X 1,000

TRANSPORTATION MANAGEMENT IMPROVEMENTS

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

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

FY 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 13, 2014

TRANSPORTATION MANAGEMENT IMPROVEMENTS (Continued)

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

| SEGMENT | 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 |
|--|----------|---------------------|-------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|---|--------------------------------|
| Transportation Management Improvements | C | ST FHWA | \$ 230.1 \$ 499.9 | \$ 5,000.0 | \$ 5,000.0 | \$ 1,000.0 \$ 4,000.0 | \$ 1,000.0 \$ 5,900.0 | \$ 2,000.0 \$ 19,900.0 | \$ 2,000.0 \$ 11,800.0 |
| Traffic Signal Fund/Relamping | C | ST | \$ 125.0 | \$ 125.0 | \$ 125.0 | \$ 125.0 | \$ 125.0 | \$ 500.0 | \$ 250.0 |
| MUTCD Compliance | | 80% FHWA | | \$ 1,000.0 | \$ 5,000.0 | \$ 6,000.0 | \$ 2,000.0 | \$ 14,000.0 | \$ 4,000.0 |
| Rideshare | Planning | ST FHWA OTHER | \$ 30.0 \$ 40.0 \$ 90.0 | \$ 30.0 \$ 360.0 \$ 90.0 | \$ 30.0 \$ 360.0 \$ 90.0 | \$ 30.0 \$ 360.0 \$ 90.0 | \$ 30.0 \$ 360.0 \$ 90.0 | \$ 120.0 \$ 1,440.0 \$ 360.0 | \$ 60.0 \$ 720.0 \$ 90.0 |
| TOTAL | | | \$ 1,015.0 | \$ 6,605.0 | \$ 10,605.0 | \$ 11,605.0 | \$ 9,505.0 | \$ 38,320.0 | \$ 18,920.0 |

All \$ X 1,000

DOWNSTATE INTERCITY RAIL CONNECTION STUDY

DESCRIPTION: To study the feasibility of passenger rail service running north/south through the State of Delaware and then on to the Ocean City, Maryland area.

JUSTIFICATION: There have been requests for this service. In addition, as the population on the Maryland/Delaware Eastern shore ages there will be increased demand for rail service to get to and from the surrounding major metropolitan centers.

County: Statewide
Investment Area:
Municipality:
Funding Program: Transit Systems
Functional Category: Expansion
Year Initiated: FY 2011, also know as the Delmarva Intercity Rail Study

| 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 | FHWA ST OTHER | \$ 260.5 \$ 45.0 | | | | | | |
| TOTAL | | \$ 305.5 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |

All \$ X 1,000

ENGINEERING AND CONTINGENCIES

DESCRIPTION: Allows funding for capital projects that encounter unanticipated design, construction issues, environmental improvements, and training.

JUSTIFICATION: To provide the resources necessary for unforeseen capital expenditures not covered by individual project authorizations.

County: Statewide
Municipality:
Funding Program: Support Systems – Engineering and Contingencies
Functional Category: Other
Year Initiated: FY 1996

| SEGMENT | 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 |
|-------------------------------|----------|-----------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|---------------------|
| Engineering and Contingencies | C | 100% ST | \$ 2,650.2 | \$ 26,845.0 | \$ 26,845.0 | \$ 26,845.0 | \$ 26,845.0 | \$ 107,380.0 | \$ 53,690.0 |
| Environmental Improvements | | FHWA | \$ 18.0 | \$ 18.0 | \$ 18.0 | \$ 18.0 | \$ 18.0 | \$ 72.0 | \$ 36.0 |
| | | ST | \$ 13.8 | \$ 504.5 | \$ 504.5 | \$ 504.5 | \$ 504.5 | \$ 2,018.0 | \$ 1,009.0 |
| Education & Training | Training | 100% FHWA | \$ 134.4 | \$ 200.0 | \$ 200.0 | \$ 200.0 | \$ 200.0 | \$ 800.0 | \$ 400.0 |
| TOTAL | | | \$ 2,816.4 | \$ 27,567.5 | \$ 27,567.5 | \$ 27,767.5 | \$ 27,567.5 | \$ 110,270.0 | \$ 55,135.0 |

All \$ X 1,000

PLANNING

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

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

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

FY 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 13, 2014

PLANNING (Continued)

| SEGMENT | 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 |
|---|----------|-----------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|---------------------|
| Scenic Byways Program | Planning | 80% FHWA | \$ 65.8 | | | | | | |
| Safe Routes to School | Planning | 100% FHWA | \$ 545.3 | \$ 926.0 | \$ 526.8 | | | \$ 1,452.8 | |
| Program Development | Planning | 100% ST | \$ 244.1 | \$ 880.0 | \$ 1,180.0 | \$ 1,180.0 | \$ 1,280.0 | \$ 4,520.0 | \$ 2,560.0 |
| Local Transportation Assistance Program | Planning | ST | \$ 126.0 | \$ 170.0 | \$ 170.0 | \$ 170.0 | \$ 170.0 | \$ 680.0 | \$ 340.0 |
| | | FHWA | \$ 30.0 | \$ 170.0 | \$ 170.0 | \$ 170.0 | \$ 170.0 | \$ 680.0 | \$ 340.0 |
| Metropolitan Planning Organizations | Planning | ST | \$ 411.0 | \$ 517.4 | \$ 517.4 | \$ 517.6 | \$ 517.4 | \$ 2,069.8 | \$ 1,034.8 |
| | Planning | FTA | \$ 374.6 | \$ 374.6 | \$ 374.6 | \$ 374.4 | \$ 374.6 | \$ 1,498.2 | \$ 749.2 |
| | Planning | FHWA | \$ 1,695.4 | \$ 1,695.4 | \$ 1,695.4 | \$ 1,695.4 | \$ 1,695.4 | \$ 6,781.6 | \$ 3,390.8 |
| Rural Technical Assistance | Planning | 100% FHWA | \$ 48.4 | \$ 78.2 | \$ 78.2 | \$ 78.2 | \$ 78.2 | \$ 312.8 | \$ 156.4 |
| Records Management | Planning | 100% ST | \$ 432.1 | | | | | | |
| Statewide Planning & Research Program | Planning | ST | \$ 115.9 | \$ 684.2 | \$ 684.2 | \$ 684.2 | \$ 684.2 | \$ 2,736.8 | \$ 1,368.4 |
| | Planning | FHWA | \$ 2.3 | \$ 2,637.0 | \$ 2,637.0 | \$ 2,637.0 | \$ 2,637.0 | \$ 10,548.0 | \$ 5,274.0 |
| | Planning | FTA | \$ 99.4 | \$ 99.4 | \$ 99.4 | \$ 99.4 | \$ 99.4 | \$ 397.6 | \$ 198.8 |
| Pedestrian ADA Accessibility | Planning | ST | | \$ 500.0 | \$ 500.0 | \$ 1,000.0 | \$ 1,000.0 | \$ 3,000.0 | \$ 2,000.0 |
| Truck Weight Enforcement | Planning | 100% ST | \$ 395.0 | \$ 395.0 | \$ 395.0 | \$ 395.0 | \$ 395.0 | \$ 1,580.0 | \$ 790.0 |
| University Research | Planning | 100% ST | 250.0 | \$ 250.0 | \$ 250.0 | \$ 250.0 | \$ 250.0 | \$ 1,000.0 | \$ 500.0 |
| Commercial Vehicle Information System | Planning | 100% ST | \$ 395.0 | | | | | | |
| TOTAL | | | \$ 5,230.3 | \$ 9,377.2 | \$ 9,278.0 | \$ 9,251.2 | \$ 9,351.2 | \$ 37,257.6 | \$ 18,702.4 |

All \$ X 1,000

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.



is
is



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 ROW C | 100% FHWA 100% FHWA 80% FHWA | | \$ 30.0 | \$ 30.0 | \$ 675.0 | | \$ 30.0 \$ 30.0 \$ 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 ROW C | 80% FHWA 80% FHWA 100% FHWA | \$ 91.2 \$ 230.0 | \$ 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 |

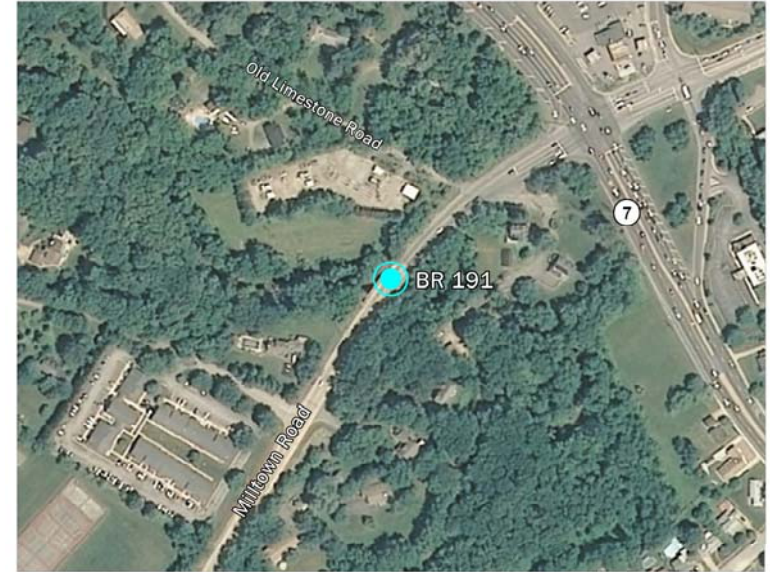
All \$ X 1,000

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 |

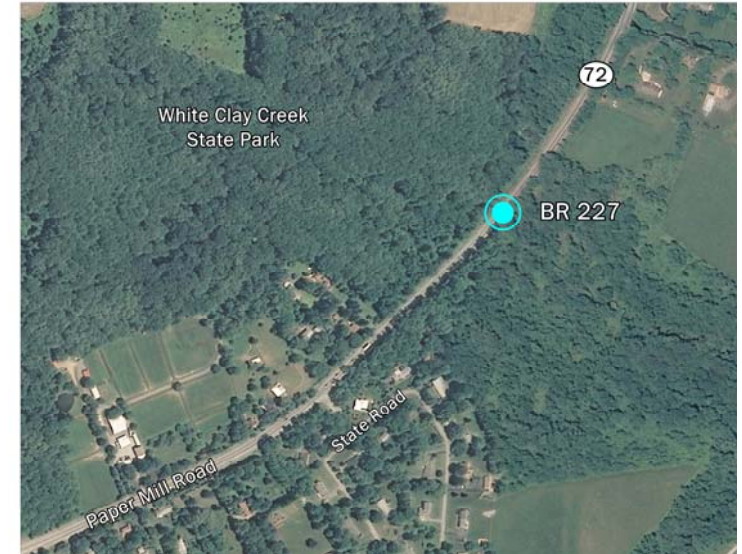
All \$ X 1,000

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

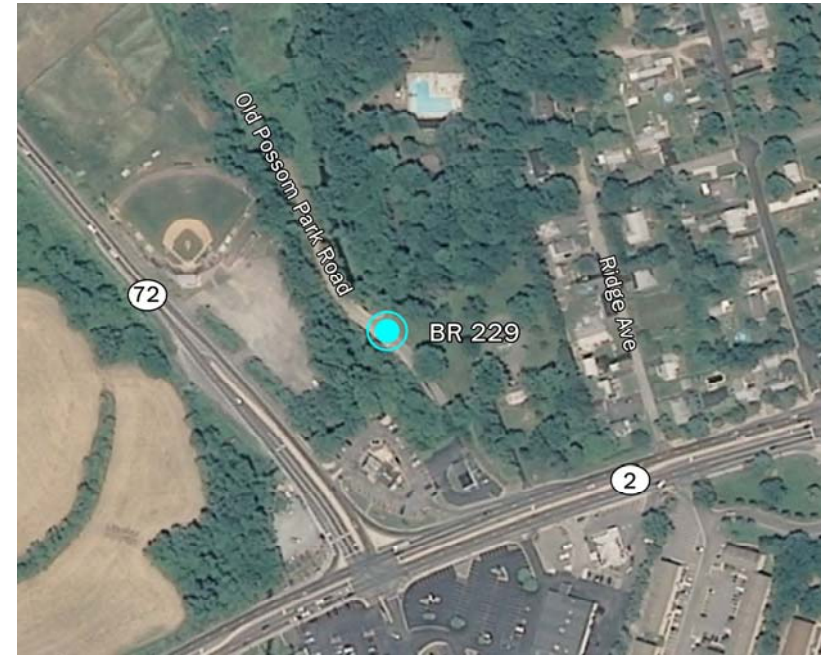
BR 229B ON SR 2 KIRKWOOD HIGHWAY OVER WHITE CLAY CREEK

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 ROW C | 80% FHWA 100% FHWA 100% FHWA | \$ 300.0 | \$ 50.0 \$ 34.0 | \$ 3,143.0 | | | \$ 50.0 \$ 34.0 \$ 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 DelDOT 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 |

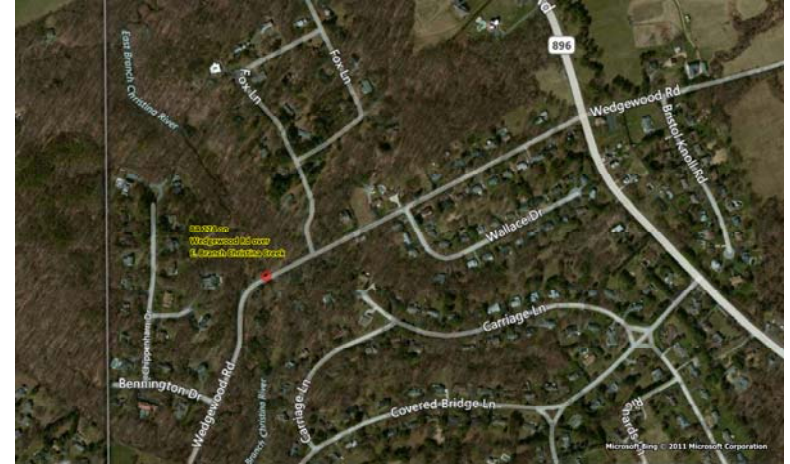
All \$ X 1,000

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 |

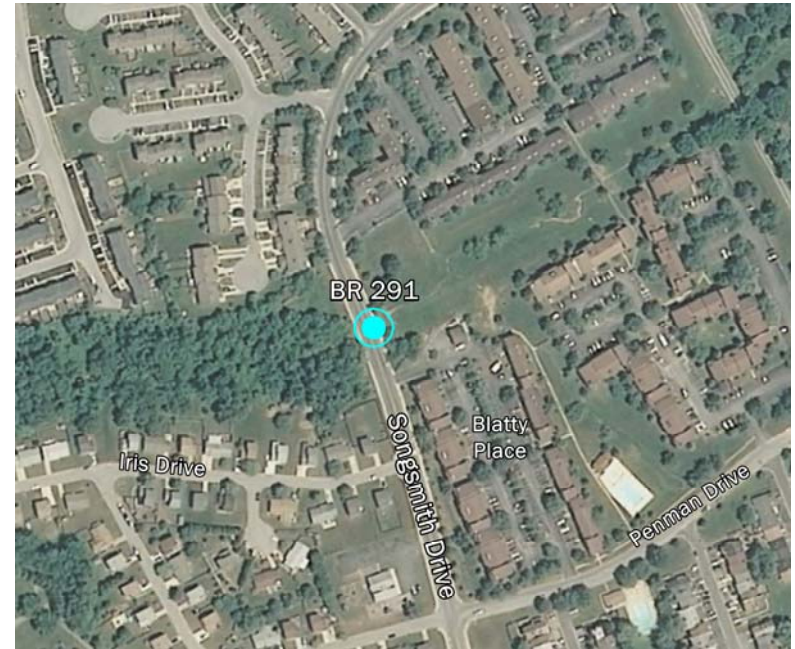
All \$ X 1,000

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 geo-synthetic 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 DelDOT Bridge Deficiency List.

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



is



| 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 ROW C | 80% FHWA 100% FHWA 80% FHWA | \$ 200.0 | \$ 40.0 \$ 28.0 | \$ 403.0 | | | \$ 40.0 \$ 28.0 \$ 403.0 | |
| TOTAL | | \$ 200.0 | \$ 68.0 | \$ 403.0 | \$ 0.0 | \$ 0.0 | \$ 471.0 | \$ 0.0 |

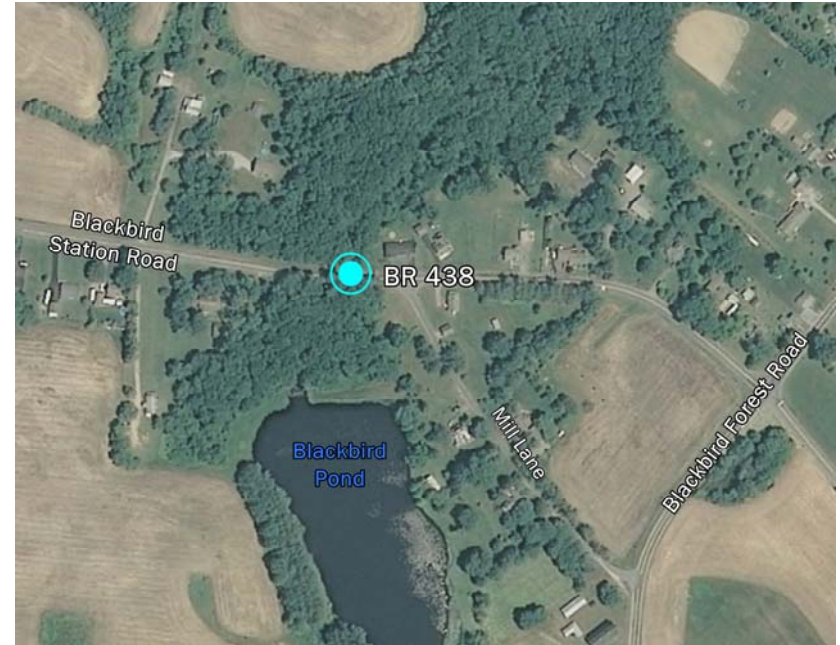
All \$ X 1,000

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 |

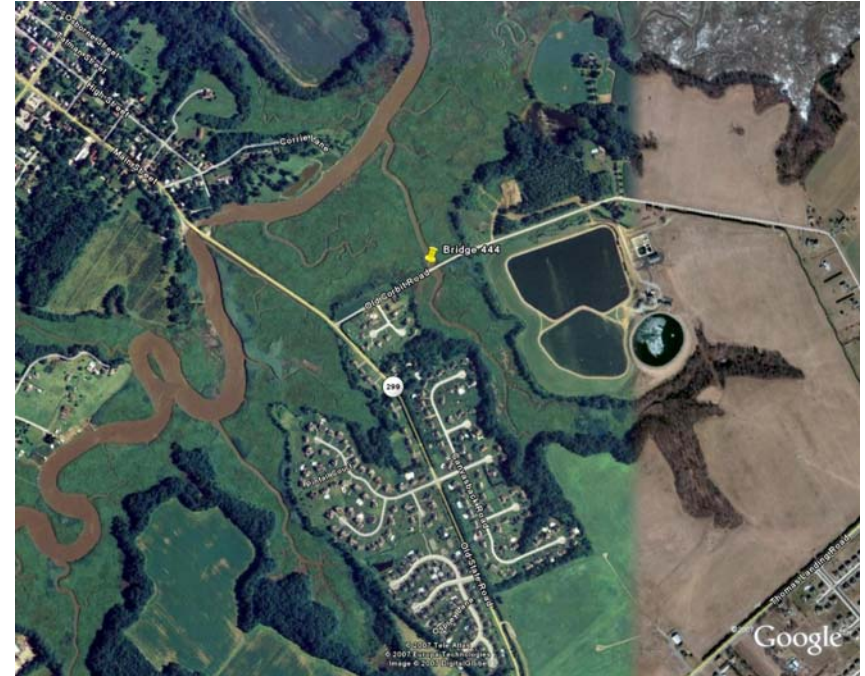
All \$ X 1,000

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 | | \$ 13.0 \$ 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 C | 80% FHWA 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 |

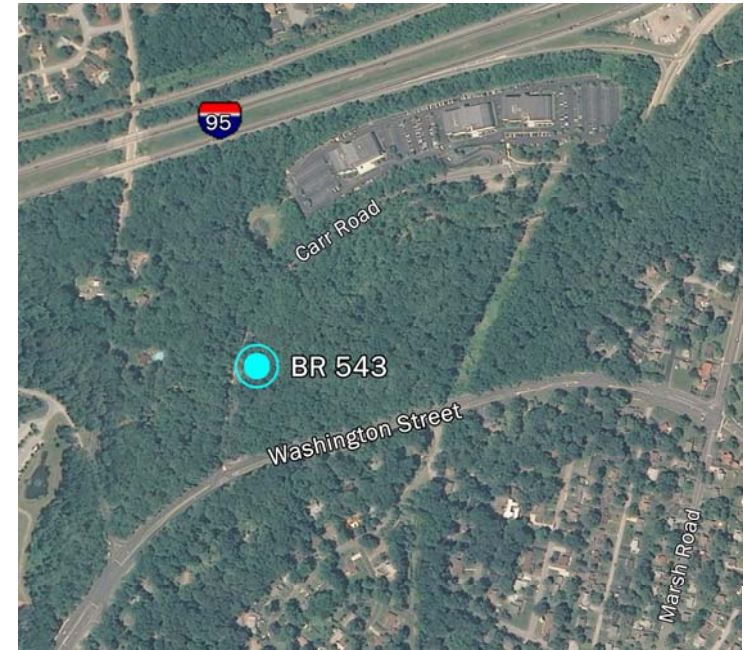
All \$ X 1,000

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 |

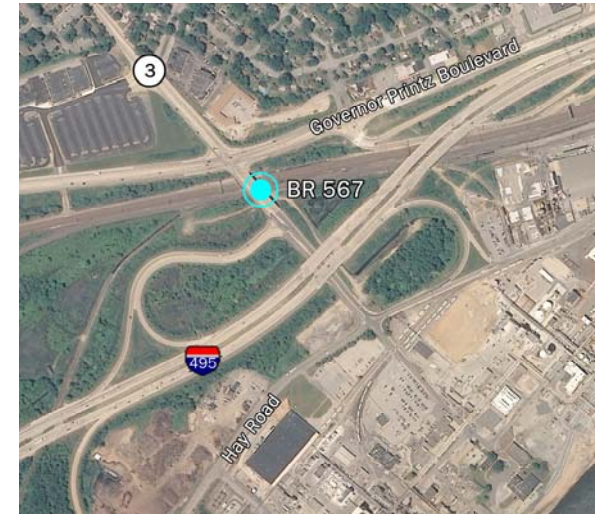
All \$ X 1,000

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



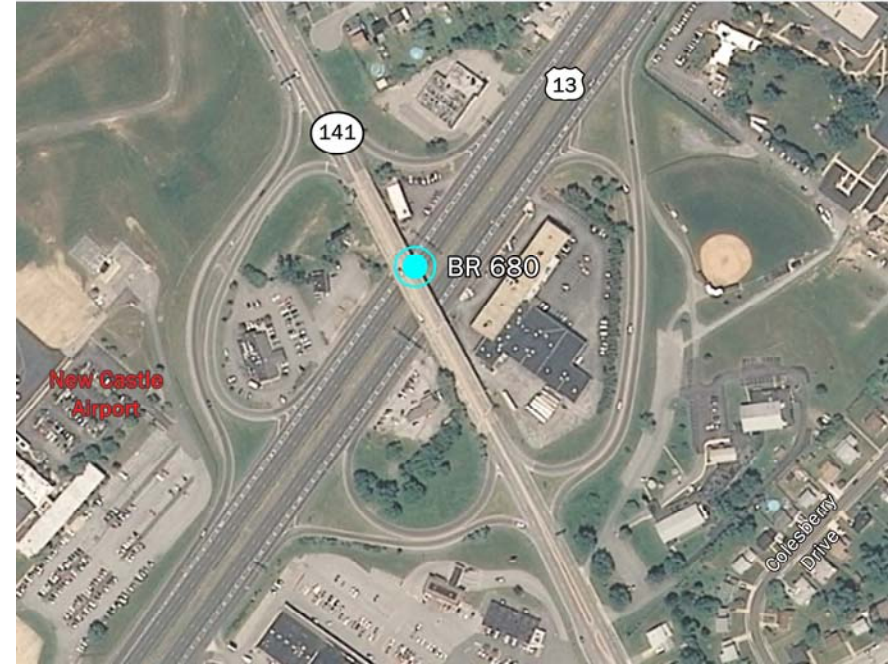
| PHASE | FUNDING | CURRENT 7/13-6/14 | FY 2015 7/14-6/15 | FY 2016 7/15-6/16 | FY 2017 7/16-6/17 | FY 2018 7/17-6/18 | FY 2015-18 TOTAL | FY 2019-20 TOTAL |
|--------------|----------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|---------------------|
| 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 |

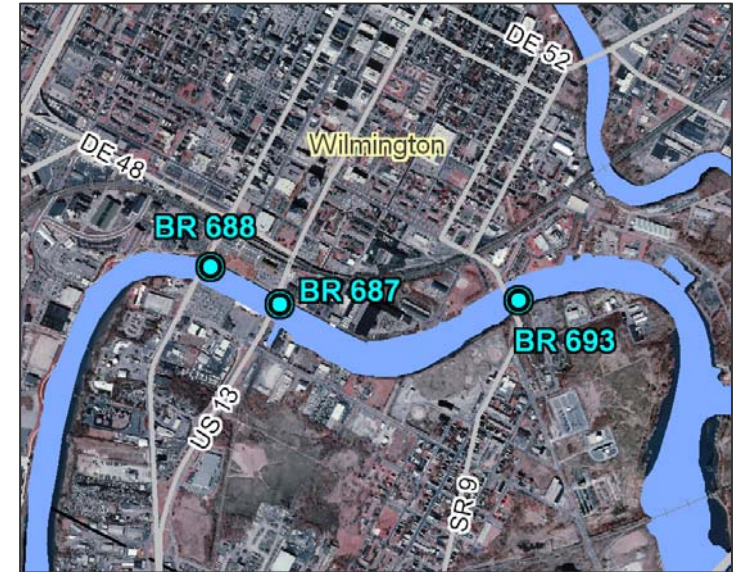
All \$ X 1,000

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 | 80% FHWA | \$ 22.1 | | | | | | |
| ROW | 80% FHWA | | | | | | | |
| C | 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 ST | \$ 5,006.3 \$ 237.0 | \$ 5,338.0 \$ 248.4 | \$ 440.0 \$ 110.0 | \$ 440.0 \$ 110.0 | \$ 720.0 \$ 180.0 | \$ 6,938.0 \$ 648.4 | |
| TOTAL | | \$ 5,243.3 | \$ 5,586.4 | \$ 550.0 | \$ 550.0 | \$ 900.0 | \$ 7,586.4 | \$ 0.0 |

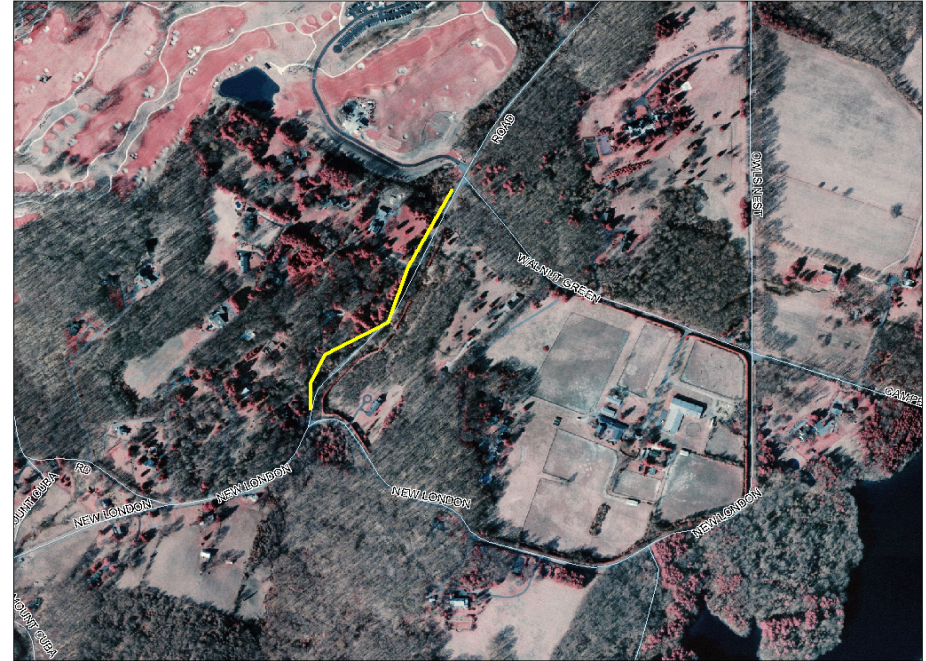
All \$ X 1,000

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 ROW C | 100% ST 100% ST 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: DelDOT 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, DelDOT 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 DelDOT'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

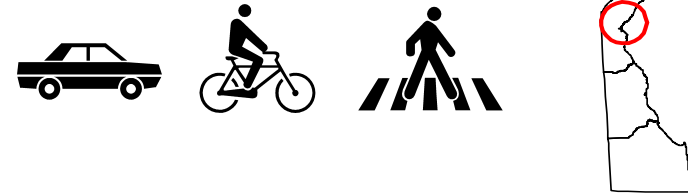


The DelDOT/DRBA agreement will ensure that replacing the existing seven bridges with earth embankment is not a future impediment to potential transit or greenway in the New Castle Industrial Line Corridor that would pass under I-295.

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 PE ROW C | 80% FHWA 80% FHWA 100% ST 100% ST | | | | \$ 250.0 | \$ 250.0 | \$ 500.0 | \$ 1,000.0 |
| 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 |



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 | \$ 625.0 | | \$ 25.0 \$ 625.0 | |
| Wilmington UST Replacement - | PE C | 80% FTA | \$ 50.0 \$ 950.0 | | | | | | |
| Performance Contract | C | 100% ST | \$ 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 |

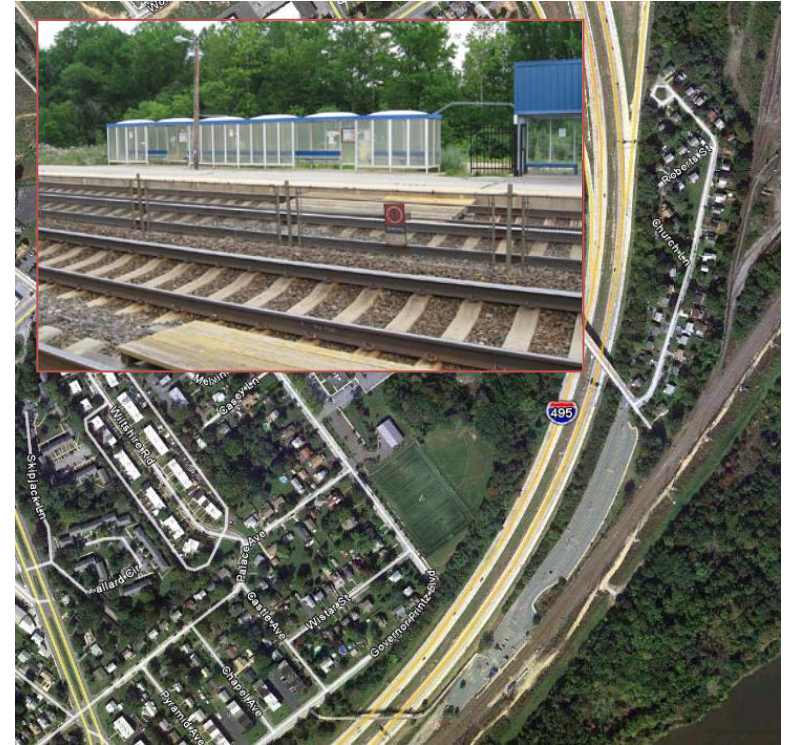
All \$ X 1,000

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

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

County: New Castle
Investment Area: Center
Municipality: Wilmington
Funding Program: Road
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 PE ROW | 80% FHWA 100% ST 100% ST | \$ 601.1 | | | | \$ 300.0 | \$ 300.0 | \$ 500.0 |
| TOTAL | | \$ 601.1 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 300.0 | \$ 300.0 | \$ 500.0 |

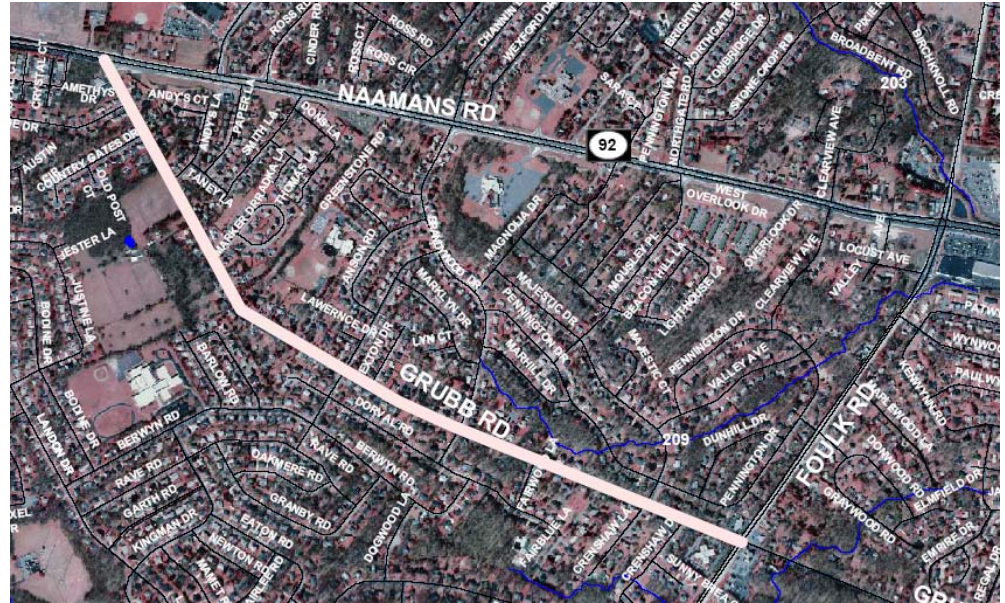
All \$ X 1,000

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 ROW C | 100% FHWA 100% FHWA 80% FHWA | \$53.0 | \$ 50.0 | \$ 50.0 | \$ 800.0 | | \$ 100.0 \$ 800.0 | |
| SR2, Pike Creek Rd. to Woodmill Dr. | PE ROW C | 100% FHWA 100% FHWA 80% FHWA | \$75.0 | \$ 48.0 \$ 75.0 | \$ 75.0 | \$1,500.0 | \$1,500.0 | \$ 48.0 \$ 150.0 \$ 3,000.0 | |
| Churchmans Rd., Christiana Hospital to SR 1 | ROW C | 100% FHWA 100% FHWA | | \$ 20.0 \$ 300.0 | \$ 1,400.0 | | | \$ 20.0 \$ 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 |

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 | |
| | | FHWA | \$ 136.5 | \$ 40.0 | | | | \$ 40.0 | |
| | C | 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 | | | | | | |
| | | FHWA | \$ 9.0 | | | | | | |
| | C | 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

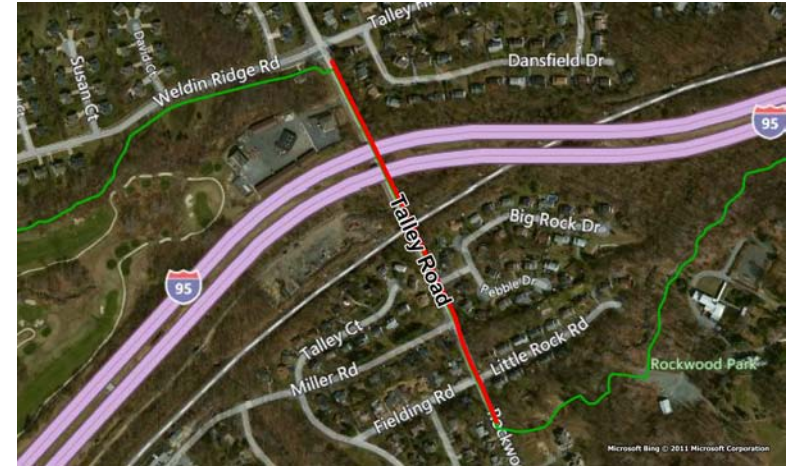
| PHASE | FUNDING | CURRENT 7/13-6/14 | FY 2015 7/14-6/15 | FY 2016 7/15-6/16 | FY 2017 7/16-6/17 | FY 2018 7/17-6/18 | FY 2015-18 TOTAL | FY 2019-20 TOTAL |
|--------------|-----------------------|--------------------------------------|------------------------|----------------------|----------------------|----------------------|------------------------|---------------------|
| 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 ROW C | 100% ST 100% ST 100% ST | \$ 10.0 | \$ 39.6 | | | | \$ 39.6 | \$ 400.0 \$ 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 |
|--|----------------|--------------------|----------------------|----------------------|--------------------------|----------------------|-------------------------|--------------------------|---------------------|
| Boyd's Corner Rd: Cedar Lane Rd to US 13 | PE ROW C | ST ST ST | \$ 45.9 | | | | | | |
| Cedar Lane Rd: Marl Pit to Boyd's Corner | PE C | 100% ST OTHER | | | | | \$ 200.0 \$ 1, 500.0 | \$ 200.0 \$ 1,500.0 | \$ 200.0 |
| Jamison Corner Rd relocated to Boyd's 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 |

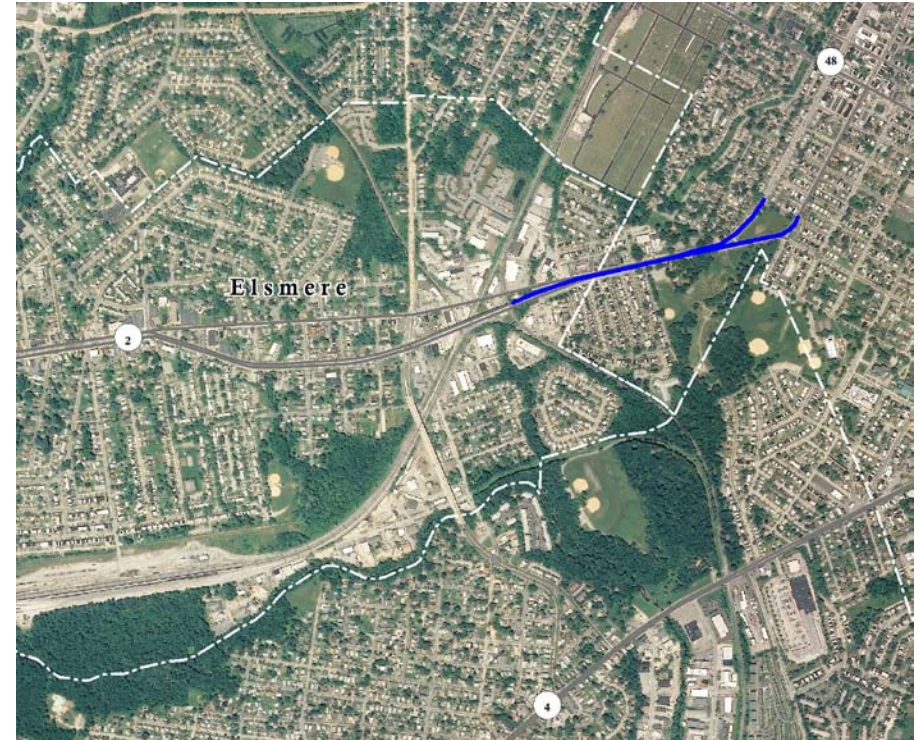
All \$ X 1,000

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 C | 80% FHWA 100% FHWA | \$ 17.9 \$ 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 Parkway's current configuration of one lane from Elkton Road to the former Chrysler plant will remain. As the former Chrysler plant is redeveloped the site's 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 ROW C | 80% FHWA 80% FHWA 80% FHWA | \$ 100.0 | \$ 100.0 | \$ 32.4 | \$ 300.0 | \$ 2,000.0 | \$ 132.4 300.0 \$ 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



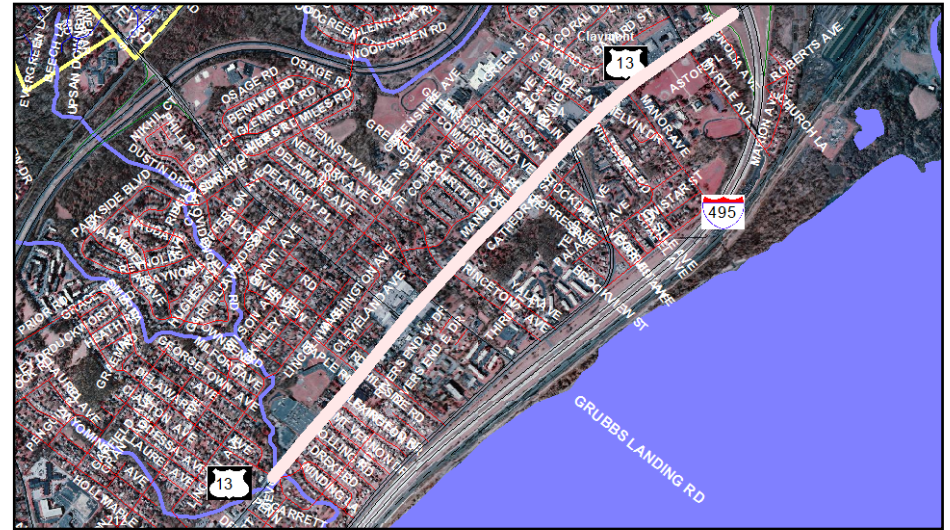
| PHASE | FUNDING | CURRENT 7/13-6/14 | FY 2015 7/14-6/15 | FY 2016 7/15-6/16 | FY 2017 7/16-6/17 | FY 2018 7/17-6/18 | FY 2015-18 TOTAL | FY 2019-20 TOTAL |
|--------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|---------------------|
| 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

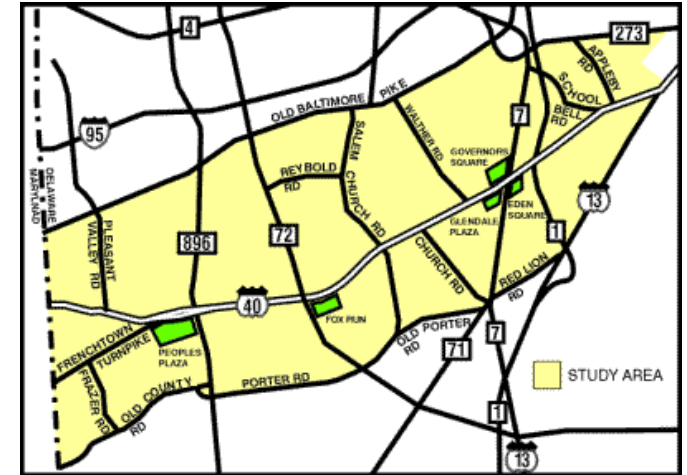
DESCRIPTION: This project implements the recommendations of the Route 40 Steering Committee, a public group that has recommended transportation improvements for the next twenty years, to address planned growth and enhance the quality of life in the Route 40 Corridor. The Committee's recommendations are 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:

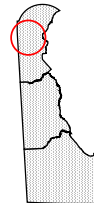
US 40, Pulaski Highway/SR 72, Wrangle Hill Road (Includes Del Laws Road Intersection) – Add northbound/southbound through lanes and eastbound/westbound left-turn lanes which will provide double left-turn lanes at all legs of the intersection to address operational problems at the intersection. This project 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 PE | 100% ST 80% FHWA | \$ 50.0 \$ 14.5 | | | | | | |
| US 40 and SR 72 | PE ROW C | 80% FHWA 100% FHWA 80% FHWA | \$ 450.0 | \$ 250.0 \$ 2,000.0 | \$ 0.6 \$ 4,500.0 | \$ 500.0 \$ 4,000.0 | \$ 7,500.0 | \$ 250.6 \$ 7,000.0 \$ 11,500.0 | |
| US 40 and SR 896 Grade Separated Intersection | PE ROW | 80% FHWA 80% FHWA | | | \$1,000.0 | \$1,500.0 | \$1,500.0 | \$ 4,000.0 | \$ 2,000.0 |
| | TOTAL | | \$ 514.5 | \$ 2,300.0 | \$ 5,500.6 | \$ 6,000.0 | \$ 9,000.0 | \$ 22,750.6 | \$ 2,000.0 |

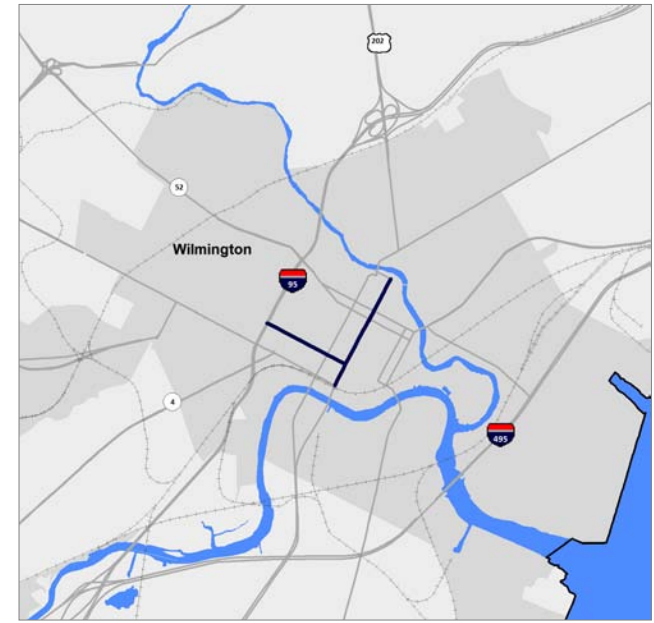
ALL \$ X 1,000

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 | ST | | | | | | | |
| | C | 100% FHWA | \$ 7,000.0 | \$ 4,200.0 | | | | \$ 4,200.0 | |
| | | 80% FHWA | | \$ 1,000.0 | \$ 3,000.0 | \$ 16,000.0 | \$ 15,900.0 | \$ 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



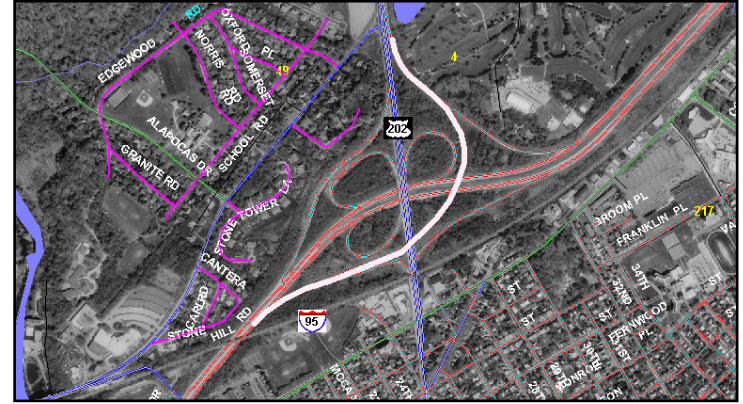
| PROJECT | PHASE | FUNDING | CURRENT 7/13-6/14 | FY 2015 7/14-6/15 | FY 2016 7/15-6/16 | FY 2017 7/16-6/17 | FY 2018 7/17-6/18 | FY 2015-18 TOTAL | FY 2019-20 TOTAL |
|--|---------------|-----------------------------------|--------------------------------------|----------------------|----------------------|--------------------------|--------------------------|--|---------------------|
| SR 1 / I-95 Interchange and Christiana Mall Rd. Bridge and Interchange | PE C | 80% FHWA ST FHWA | \$ 17.4 \$ 6,988.6 \$ 27,102.0 | | | | | | |
| Road A/SR 7 Improvements | PD PE C | 100% ST 80% FHWA ST FHWA | \$ 122.3 \$ 300.0 | \$ 1,000.0 | \$ 200.0 | \$ 1,100.0 \$ 4,400.0 | \$ 1,100.0 \$ 4,400.0 | \$ 1,200.0 \$ 2,200.0 \$ 8,800.0 | |
| Cavaliers Mitigation | PE C | 80% FHWA 80% FHWA | \$ 100.0 \$ 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 ROW C | 80% FHWA 80% FHWA 80% FHWA | \$ 300.0 | \$ 800.0 | \$ 200.0 \$ 100.0 | \$ 6,000.0 | \$ 6,000.0 | \$ 1,000.0 \$ 100.0 \$ 12,000.0 | |
| TOTAL | | \$ 300.0 | \$ 800.0 | \$ 300.0 | \$ 6,000.0 | \$ 6,000.0 | \$ 13,100.0 | \$ 0.0 |

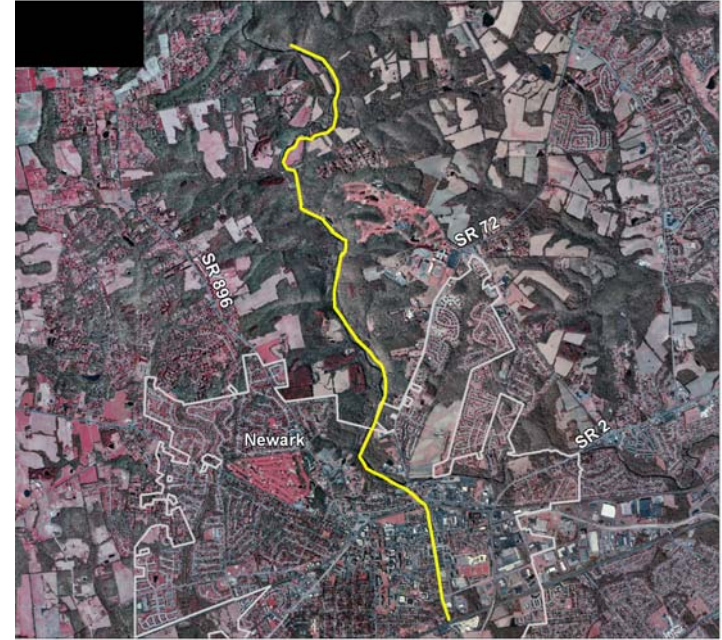
All \$ X 1,000

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 OTHER | \$ 104.0 \$ 3,696.0 | \$ 125.5 \$ 3,304.0 | | | | \$ 125.5 \$ 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 |

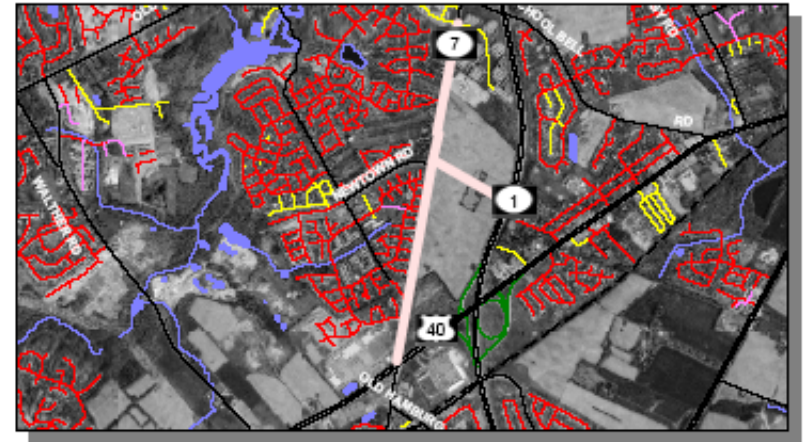
All \$ X 1,000

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 ST | | \$ 891.3 \$ 222.8 | \$ 816.0 \$ 204.0 | \$ 840.8 \$ 210.1 | 865.7 216.4 | \$ 3,413.8 \$ 853.3 | \$ 891.7 \$ 222.9 |
| 45' OTR Bus (2) US 301 Intercounty | PRO | 100% FTA | | | \$ 1,466.9 | | | \$ 1,466.9 | |
| 40' Low Floor Buses | PRO | FTA ST | \$ 1,785.4 \$ 446.3 | \$ 735.7 \$ 183.9 | | | | \$ 735.7 \$ 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 |

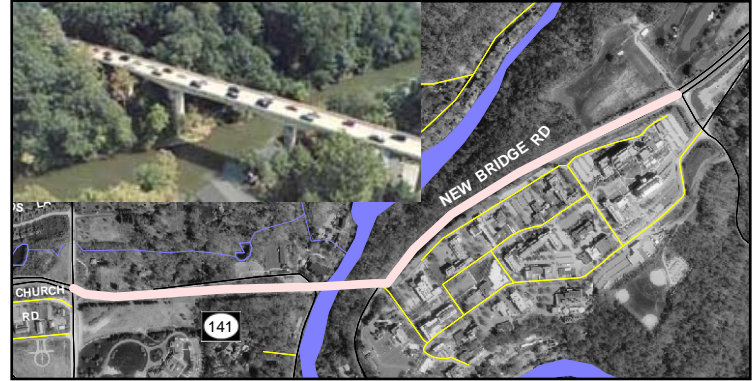
All \$ X 1,000

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

CECIL
COUNTY

AREAWIDE BRIDGE REPLACEMENT AND REHABILITATION

DESCRIPTION: On-going program to provide major upgrades to state owned bridges that are structurally or functionally deficient. Improvements include complete replacement of structures, rehabilitation, deck replacement, and painting/cleaning.

JUSTIFICATION: Preserve bridges on state highways

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



| FUNDING | PHASE | 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 |
|--------------|-------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|
| 80% FHWA | PD | \$ 80.0 | \$80.0 | \$70.0 | \$70.0 | | \$220.0 |
| | PE | \$ 470.0 | \$470.0 | \$380.0 | \$360.0 | | \$1,210.0 |
| | ROW | \$ 80.0 | \$80.0 | \$70.0 | \$70.0 | | \$220.0 |
| | C | \$ 2,490.0 | \$2,650.0 | \$2,800.0 | \$2,450.0 | | \$7,900.0 |
| TOTAL | | \$ 3,120.0 | \$3,280.0 | \$3,320.0 | \$2,950.0 | \$0.0 | \$9,550.0 |

All \$ X 1,000

AREAWIDE ENVIRONMENTAL PROJECTS

DESCRIPTION: On-going program to provide environmental improvements along Maryland highways including noise barriers, wetland mitigation, landscaping, and other beautification efforts.

JUSTIFICATION: Improve environment and aesthetics along state highways. (STP Enhancement projects will be submitted independently)

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

| FUNDING | PHASE | 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 |
|--------------|-------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|
| 80% FHWA | PD | \$ 40.0 | \$50.0 | \$50.0 | \$50.0 | | \$150.0 |
| | PE | \$ 520.0 | \$520.0 | \$550.0 | \$520.0 | | \$1,590.0 |
| | ROW | \$ 40.0 | \$50.0 | \$50.0 | \$50.0 | | \$150.0 |
| | C | \$ 2,520.0 | \$2,960.0 | \$2,980.0 | \$2,500.0 | | \$8,440.0 |
| TOTAL | | \$ 3,120.0 | \$3,580.0 | \$3,630.0 | \$3,120.0 | \$0.0 | \$10,330.0 |

All \$ X 1,000

AREAWIDE RESURFACING AND REHABILITATION

DESCRIPTION: On-going program to provide periodic resurfacing of state highways. Projects may also include minor rehabilitation of roadways and maintenance/upgrading of shoulders, drainage, guardrail, and pavement markings.

JUSTIFICATION: To preserve pavement quality on state highways.

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

| FUNDING | PHASE | 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 |
|--------------|-------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|
| 80% FHWA | PD | \$ 100.0 | \$100.0 | \$100.0 | \$100.0 | | \$300.0 |
| | PE | \$ 600.0 | \$630.0 | \$600.0 | \$600.0 | | \$1,830.0 |
| | ROW | \$ 100.0 | \$100.0 | \$100.0 | \$100.0 | | \$300.0 |
| | C | \$ 4,245.0 | \$5,250.0 | \$5,500.0 | \$4,970.0 | | \$15,720.0 |
| TOTAL | | \$ 5,045.0 | \$6,080.0 | \$6,300.0 | \$5,770.0 | \$0.0 | \$18,150.0 |

All \$ X 1,000

AREAWIDE SAFETY AND SPOT IMPROVEMENTS

DESCRIPTION: On-going program to provide localized improvements that enhance safety and/or operations on state highways. Typical projects are ramp and intersection modifications, sight distance and small drainage improvements, climbing lanes, and localized widening.

JUSTIFICATION: To improve localized safety and operational problems along state highways.

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

| FUNDING | PHASE | 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 |
|----------|-------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|
| 80% FHWA | PD | \$ 90.0 | \$80.0 | \$80.0 | \$80.0 | | \$240.0 |
| | PE | \$ 1,450.0 | \$1,100.0 | \$900.0 | \$900.0 | | \$2,900.0 |
| | ROW | \$ 90.0 | \$80.0 | \$80.0 | \$80.0 | | \$240.0 |
| | C | \$ 4,300.0 | \$5,400.0 | \$5,150.0 | \$3,950.0 | | \$14,500.0 |
| | | \$ 5,930.0 | \$6,660.0 | \$6,210.0 | \$5,010.0 | \$0.0 | \$17,880.0 |

All \$ X 1,000

AREAWIDE URBAN STREET RECONSTRUCTION

DESCRIPTION: On-going program for rehabilitation of state owned streets in towns and urban areas. Projects typically include roadway rehabilitation, closed drainage, utility relocations, sidewalks, landscaping, and street furniture. This may also be associated with local redevelopment efforts.

JUSTIFICATION: Preserve and enhance state-owned urban streetscapes.

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



| FUNDING | PHASE | 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 |
|----------|-------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|
| 80% FHWA | PD | \$ 10.0 | \$10.0 | \$10.0 | \$10.0 | | \$30.0 |
| | PE | \$ 60.0 | \$70.0 | \$80.0 | \$80.0 | | \$ 230.0 |
| | ROW | \$ 10.0 | \$10.0 | \$10.0 | \$10.0 | | \$30.0 |
| | C | \$ 250.0 | \$250.0 | \$250.0 | \$250.0 | | \$750.0 |
| | | \$ 330.0 | \$340.0 | \$350.0 | \$350.0 | \$0.0 | \$1,040.0 |

All \$ X 1,000

BRIDGE CE-0097 BARON ROAD OVER CSX REPLACEMENT

DESCRIPTION: Replacement of a five span steel, timber, and concrete bridge, built 1940, 137' long with a clear roadway of 14'. Its 2005 inspection BSR is 12.5 and had a weight restriction until closed to traffic in 2005, when the bridge was closed due to structural deficiencies. The last record traffic count from July 2005 was an ADT of 712. The new bridge will have a span of 160 feet and meet all current design and sight distance requirements and will pass all legal loads.

JUSTIFICATION: This bridge is one of a limited number of crossings of the CSX railroad in this area. This bridge is in the planned growth area. Reopening the bridge will provide increased circulation for both local and area users. It will also significantly reduce emergency response access along this route.

County: Cecil
Investment Areas: Core
Municipality:
Program Category: System Preservation
TIP/STIP Category Number:

| FUNDING | PHASE | 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 |
|----------|----------------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|
| 80% FHWA | PE ROW C | \$ 2,800.0 | | | | | \$ 0.0 |
| | | \$ 2,800.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |

All \$ X 1,000

JOB ACCESS/REVERSE COMMUTE (JARC)

DESCRIPTION: Operating assistance for Cecil County Transit to continue the Harford-Cecil Connect, establish Saturday Perryville fixed route service, extend Saturday Glasgow fixed route service, and assist with the Job Start Project at Cecil College.

JUSTIFICATION: Support the local economy by connecting the workforce with jobs outside of the urban area.

County: Cecil
Investment Areas: Centers
Municipality:
Program Category: System Preservation



| FUNDING | PHASE | 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 |
|------------|--------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|
| FHWA ST | C C | \$ 227.0 \$ 227.0 | | | | | |
| | | \$ 454.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |

All \$ X 1,000

MARC MAINTENANCE FACILITY

DESCRIPTION: The Maryland Transit Administration (MTA) received State and Federal Transit Administration (FTA) funds to advance preliminary engineering and to prepare a National Environmental Policy Act (NEPA) environmental documentation for a proposed MARC Maintenance Facility in Cecil County, Maryland. The project includes construction of a facility that will provide MARC with the capability of storing, servicing and inspecting complete commuter rail trainsets and performing scheduled and unscheduled maintenance and repair work on both locomotives and passenger cars. The general project area is a 115 acre site in Perryville, Maryland. More details on the required right-of-way and potential environmental impacts will be included in the environmental document.

JUSTIFICATION: Support existing train service by improving the capacity to store and maintain trainsets.

County: Cecil
Investment Areas: Center
Municipality:
Program Category: System Preservation



| FUNDING | PHASE | 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 |
|---------|-------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|
| 80% FTA | PE | \$ 1,331.0 | \$ 1,705.0 | | | | \$ 1,705.0 |
| | | \$ 1,331.0 | \$ 1,705.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 1,705.0 |

All \$ X 1,000

SMALL URBAN TRANSIT SYSTEM - CAPITAL ASSISTANCE

DESCRIPTION: Capital assistance to the Cecil County Department of Aging for vehicle replacement and expansion, purchase of equipment and facility renovation. Planned improvements include:

- Preventive maintenance
- Purchase and installation of bus shelters, bus stop signs and video cameras
- Automated destination signs
- Woodlands Perryville Transit Center
- Portable lift

JUSTIFICATION: Capital assistance will enable the Cecil County Department of Aging to operate and meet local needs for services. This locally operated transportation system is an important component in the regional transportation network.

County: Cecil
Investment Areas: All
Municipality:
Program Category: System Preservation
TIP/STIP Category Number: MTA LINE 52



| FUNDING | PHASE | 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 |
|---------------------------------|-------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|
| 80% 5307 10% ST 10% Local | C | \$ 922.0 | \$ 922.0 | \$ 922.0 | \$ 922.0 | \$ 922.0 | \$3,688.0 |
| | | \$ 922.0 | \$ 922.0 | \$ 922.0 | \$ 922.0 | \$ 922.0 | \$3,688.0 |

All \$ X 1,000

SMALL URBAN TRANSIT SYSTEM - OPERATING ASSISTANCE

DESCRIPTION: Operating assistance to the Cecil County Department of Aging. Operating assistance to enable the Department to provide much needed transportation service in the County.

JUSTIFICATION: Operating assistance will enable the Cecil County Department of Aging to finance the operation of their services including administrative expenses and augment local funds by financing net operating deficit.

County: Cecil
Investment Areas: All
Municipality:
Program Category: System Preservation
TIP/STIP Category Number: MTA LINE 52



| FUNDING | PHASE | 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 |
|------------------------------|-------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|
| SSTAP - ST | PRO | 134.0 | 134.0 | 134.0 | 134.0 | 134.0 | \$ 536.0 |
| SSTAP - Local | | 85.0 | 85.0 | 85.0 | 85.0 | 85.0 | \$ 340.0 |
| 50%FTA 5311/20% ST/30% Local | | \$318.0 | \$318.0 | \$318.0 | \$318.0 | \$318.0 | \$1,272.0 |
| SCATA ST and Local | | \$54.0 | \$54.0 | \$54.0 | \$54.0 | \$54.0 | \$ 216.0 |
| Large Urban ST | | \$75.0 | \$75.0 | \$75.0 | \$75.0 | \$75.0 | \$ 300.0 |
| | | \$ 666.0 | \$ 666.0 | \$ 666.0 | \$ 666.0 | \$ 666.0 | \$2,664.0 |

All \$ X 1,000

AREAWIDE CONGESTION MANAGEMENT

DESCRIPTION: On-going program to provide traffic control, monitoring, and management along state highways. Improvements include signal and signing installation and modification, incident management, ridesharing, and other Transportation System Management (TSM) activities. Any project identified for CMAQ funding will be submitted independently.

JUSTIFICATION: Maintain and improve operation of state highways.

County: Cecil
Investment Area: All
Municipality:
Program Category: System Management
TIP/STIP Category Number: 6



| FUNDING | PHASE | 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 |
|----------|-------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|
| 80% FHWA | PD | \$ 40.0 | \$30.0 | \$25.0 | \$25.0 | | \$80.0 |
| | PE | \$ 160.0 | \$130.0 | \$130.0 | \$130.0 | | \$390.0 |
| | ROW | \$ 30.0 | \$20.0 | \$20.0 | \$20.0 | | \$60.0 |
| | C | \$ 1060.0 | \$1,070.0 | \$980.0 | \$980.0 | | \$3,030.0 |
| | | \$ 1,290.0 | \$1,250.0 | \$1,155.0 | \$1,155.0 | \$0.0 | \$3,560.0 |

All \$ X 1,000

CECIL COUNTY TRANSPORTATION ALTERNATIVE/ TRANSPORTATION ENHANCEMENT PROJECTS

DESCRIPTION: These are innovative projects that have received Transportation Alternatives Program funding (TAP – MAP-21) or Transportation Enhancement Program funds (TEP – SAFETEA-LU). Projects include the Jacob Tome Gashouse in Port Deposit, Bohemia Trail in Chesapeake City, US 301 Stream Restoration Project, and the East High Street and Locust Lane Sidewalk Improvement Project in Elkton.

JUSTIFICATION: These projects will improve the environment, provide economic development, and improve safety for bicyclists and pedestrians.

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



| FUNDING | PHASE | 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 |
|---------|---------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| GRANT | PE C | | \$ 34.0 \$ 585.0 | \$ 2,437.0 | | | \$ 34.0 \$ 3022.0 |
| | | \$ 0.0 | \$ 619.0 | \$ 2,437.0 | \$ 0.0 | \$ 0.0 | \$ 3,056.0 |

All \$ X 1,000

CHESAPEAKE AND DELAWARE CANAL TRAIL, MARYLAND

DESCRIPTION: Project will transform the existing gravel service road on the north side of the C&D Canal into a multipurpose trail.

JUSTIFICATION: The trail will link the many historic and environmental resources of Chesapeake MD with the communities of Delaware City, and St. Georges. This 1.8 mile segment will complete the 17-mile northern section.

County: Cecil
Investment Area:
Municipality:
Program Category: System Management
TIP/STIP Category Number:



| FUNDING | PHASE | 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 |
|-----------|---------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|
| 100% FHWA | PE C | \$ 100.0 \$ 400.0 | \$ 1,200.0 | \$ 360.0 | | | \$ 1,560.0 |
| | | \$ 500.0 | \$ 1,200.0 | \$ 360.0 | \$ 0.0 | \$ 0.0 | \$ 1,560.0 |

All \$ X 1,000

MD 272 BRIDGE OVER AMTRAK

DESCRIPTION: Project will replace the existing bridge with a new structure. New bridge will be wider to accommodate improved sidewalks and bicycle facilities and higher to accommodate double-stacking of freight rail and future railroad expansion.

JUSTIFICATION: Existing bridge is deteriorated and structurally deficient.

County: Cecil
Investment Areas: Center
Municipality: North East
Program Category: System Management
TIP/STIP Category Number: CE4461



| FUNDING | PHASE | 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 |
|----------|----------------------|------------------------------------|----------------------|----------------------|----------------------|----------------------|---------------------------------|
| 80% FHWA | PD PE ROW C | \$ 1,252.0 \$ 514.0 \$ 815.0 | \$682.0 \$5,684.0 | \$5,238.0 | \$852.0 | | \$ 0.0 \$682.0 \$11,774.0 |
| | | \$ 2,581.0 | \$6,366.0 | \$5,238.0 | \$852.0 | \$0.0 | \$12,456.0 |

All \$ X 1,000

NEW FREEDOM OPERATING ASSISTANCE

DESCRIPTION: Provide operating assistance for Cecil County Transit Taxi Voucher Program.

JUSTIFICATION: Provide mobility to people with disabilities, with a focus on connections to employment centers.

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



| FUNDING | PHASE | 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 |
|-----------------------|-------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|
| 50% FHWA 50% OTHER | C | \$ 36.0 \$ 36.0 | | | | | \$ 0.0 |
| | | \$ 72.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |

All \$ X 1,000

SUSQUEHANNA RIVER RAIL BRIDGE

DESCRIPTION: The Susquehanna River Bridge is the longest movable bridge on the entire NEC, approximately three quarters of a mile long. Completed in 1906, the bridge connects Havre de Grace and Perryville, MD, offering riders stunning views of the Chesapeake Bay. Of the three major bridges in Maryland, the Susquehanna River Bridge is perhaps the worst bottleneck and arguably the most badly in need of replacement. The bridge constricts the NEC down to two tracks and restricts speeds to 90 mph in an otherwise 120-mph territory due to its design and aging components that cannot support faster trains. Susquehanna is required to open approximately a dozen times per year for boats to pass, but its current design is not suited for the task. A crew of over 30 workers is required to manually open the bridge, essentially de-constructing and re-constructing the railroad each time. The process of opening Susquehanna is much more expensive than opening a modern-day movable bridge, which would require just one bridge operator.

The state of Maryland and Amtrak are planning to replace Susquehanna. In 2011, the state was awarded a \$22-million HSIPR grant to initiate preliminary engineering and environmental review of new bridge facilities. Plans may include a new two-track fixed bridge, serving primarily passengers trains, that would be high enough to let boats pass without opening and a second two-track bridge that would serve freight trains and other passenger service. The design of the second bridge would be coordinated with existing freight users.

JUSTIFICATION: Investments in new bridge infrastructure over the Susquehanna would greatly increase speeds for Amtrak and MARC trains, improve reliability, lower operating costs, and support increased service for all passenger and freight operators.

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

| FUNDING | PHASE | 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 |
|---------|-------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|
| HSIRP | PE | \$ 36.0 | \$163.0 | \$4,000.0 | \$7,500.0 | \$6,500.0 | \$18,163.0 |
| | | \$ 36.0 | \$163.0 | \$4,000.0 | \$7,500.0 | \$6,500.0 | \$18,163.0 |

All \$ X 1,000