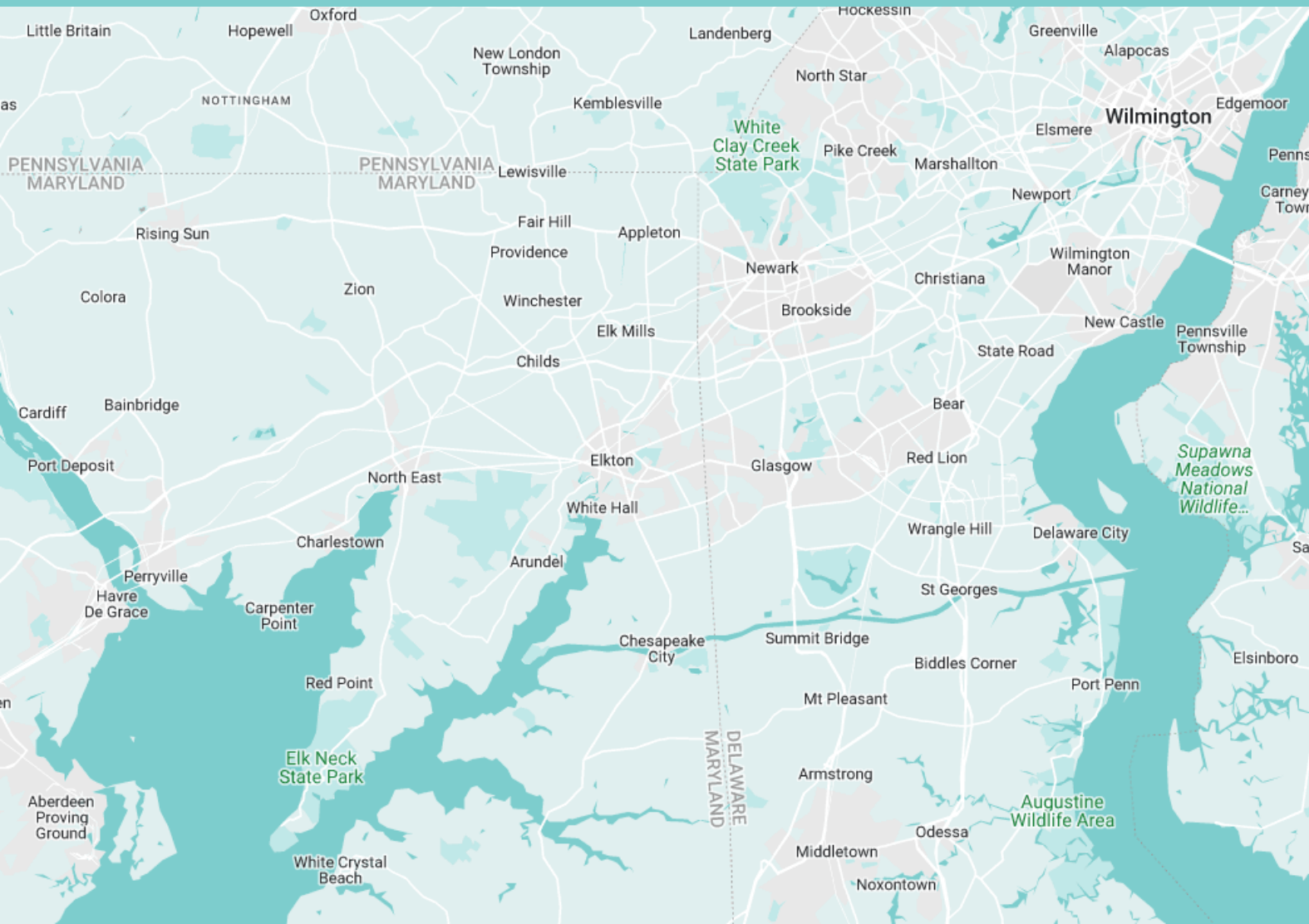


FY 2025-2028 Transportation Improvement Program



Adopted May 23, 2024

FY 2025-2028 Transportation Improvement Program (TIP)

**Prepared by the staff of the
Wilmington Area Planning Council**

**100 Discovery Blvd, Suite 800
Newark, Delaware 19713
(302) 737-6205
www.wilmapco.org**

The preparation of this document was financed in part with funds provided by the Federal Government, including the Federal Transit Administration and the Federal Highway Administration of the United States Department of Transportation. The public participation process for the Transportation Improvement Program (TIP) will also meet the public participation requirements for MTA's and DTC's Program of Projects. The TIP also considers effects upon low income and minority residents.

CONTACT LIST

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

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

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 xxiii
 Comparison of FY 2025 TIP with FY 2023 TIP xxv
 Project Maps xxx
 Sample TIP Project Page xxxvi

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 and Annual Listing of Obligated Projects..... D-1
 TIP Development and Amendment Process E-1
 Prioritization and Project Submissions F-1
 Public Comments G-1
 Performance Measures..... H-1
 Alphabetical Index of Projects..... I-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) 2025-2028 Transportation Improvement Program (TIP)**, provides a listing of all the transportation projects that will be funded in our region over the next four years.

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

This TIP represents a continued shift from the traditional highway building emphasis of prior years to a more multi-modal approach to transportation planning and programming. Many of the projects provide an increase in transit facilities, an expansion in the network of sidewalks, bike paths and greenways and an improvement in the appearance of all transportation designs. The mandates of Infrastructure Investment and Jobs Act (IIJA), the Clean Air Act and its Amendments and, most importantly, your vision for this region, require that more emphasis be placed on system preservation and management. This TIP is consistent with the vision of WILMAPCO’s *2050 Regional Transportation Plan*.

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.

TIP Terms

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

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

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

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

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


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

**Developing the FY 2025-2028
Transportation Improvement Program
Process and Schedule – Summary**

2023

January- March

April-May

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

- Cecil County and its municipalities submit priorities to MDOT by April 1
- Staff develops technical score based upon adopted prioritization criteria
- TAC proposes project prioritization
- Air Quality Subcommittee reviews project list Council reviews community and committee comments and votes on proposed ranking
- Ranked project listing to submitted DeIDOT


August


October


2024

April -May

 Joint public workshop with DeIDOT and the Council on Transportation

 MDOT officials CTP tour meeting in Cecil County

 TIP (& Air Quality Conformity is revised) released for public comment March 18 through May 13, 2024


 TIP Public Workshops – April 16 and May 1


- Revise TIP based on public comments
- PAC (4/15)/TAC (5/16) recommendation for adoption
- Council adoption of TIP (May 16)
- Conformity determination documents to Federal Agencies for review and approval

Amending the TIP – Summary

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

January - March

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

Ongoing

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



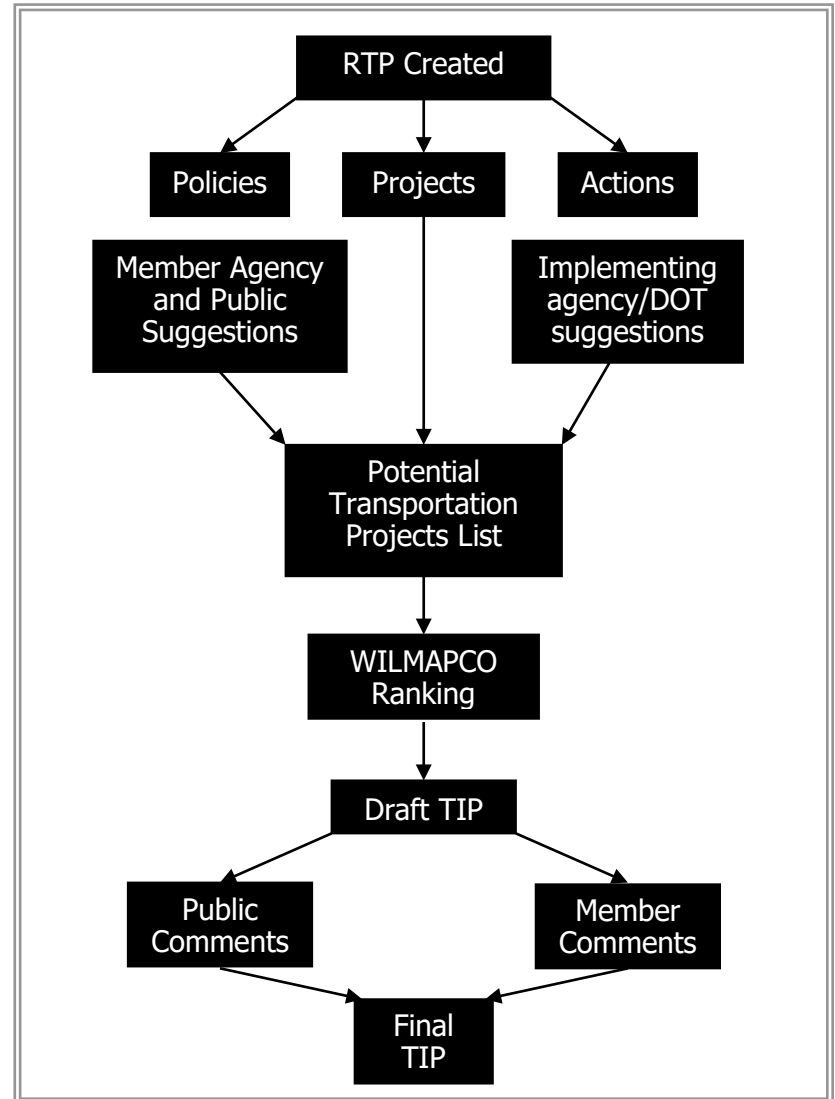
The TIP Process

How It Works

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

First, WILMAPCO creates a long-range plan, currently known as *the 2050 Regional Transportation Plan* (RTP). This plan is the culmination of many months of effort involving WILMAPCO staff, member agencies and the public to develop a vision for the region we all can embrace. The RTP summarizes the transportation trends, investments and goals for the next 20 years. It indicates certain areas that need our attention, ranging from gaps in our transportation system, to congested regions in need of relief, to far reaching issues such as air quality or land use planning. From this, we recommend projects or policy changes that need to be undertaken in the coming years.

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



How It's Organized

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

Projects within each element are arranged by the following categories:

- System Preservation
- System Management
- System Expansion

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

TIP Terms

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

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

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

Performance Based Planning and the TIP

Performance based planning and programming (PBPP) is a federal transportation planning requirement, which includes seven performance goals and eighteen performance measures promoted through the TIP. Federal transportation law requires MPOs to establish and use a performance-based approach to transportation decision making and development of transportation plans. It also requires that the TIP include a description of its anticipated effect toward achieving the established performance targets, linking investment priorities to those performance targets. WILMAPCO is working to establish performance targets that address the surface transportation performance measures in coordination with DelDOT and MDOT and through our RTP update process. For more information on the development of the FHWA’s Transportation Performance Measurement (TPM) policy, please visit www.fhwa.dot.gov/tpm.

WILMAPCO’s TIP links performance-based planning with project implementation. Details on performance measures can be found in **Appendix H**.

Goal area	National goal and performance targets	Promoted through the TIP
WILMAPCO Goal: Improve Quality of Life		
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads Performance Measures: <ul style="list-style-type: none"> • Number of fatalities / fatalities per million vehicle miles traveled • Number of serious injuries / serious injuries per million vehicle miles traveled • Number of non-motorized fatalities and non-motorized serious injuries 	Safety, along with preservation of existing infrastructure, is a top funding priority for the TIP. The TIP promotes projects to fund safety areas identified through the Delaware and Maryland Strategic Highway Safety Plans as well as through the ongoing analysis of crash frequencies and rates to identify and address high crash locations.
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment Performance Measure: <ul style="list-style-type: none"> • Emissions Measure: Total Emission Reductions (On-Road Mobile Sources) 	Air Quality is one of the nine criteria used for prioritizing projects for inclusion in the TIP. Appendix C contains the Air Quality Conformity Analysis performed on the TIP. This analysis measures the anticipated air pollution emissions from regional transportation and the anticipated impact on the TIP toward achieving our air quality goals. Other measures are tracked by DelDOT and MDOT with funding for analysis and mitigation funded through the TIP proper maintenance of stormwater discharge systems, wetland mitigation monitoring, and environmental impact analysis and mitigation for individual projects as needed. WILMAPCO’s annual project prioritization also suggests projects for CMAQ funding based on anticipated emission reduction.
WILMAPCO Goal: Efficiently Transport People		
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair Performance Measures: <ul style="list-style-type: none"> • Percentage of pavements of the Interstate System and Non-Interstate NHS in: <ul style="list-style-type: none"> ○ Good condition ○ Poor condition • Percentage of NHS bridges classified as in: <ul style="list-style-type: none"> ○ Good condition ○ Poor condition 	System preservation, along with safety, is a top funding priority for the TIP. Maryland and Delaware assess infrastructure through their Bridge Management System and Pavement Management System to monitor conditions and identify needed preservation early, rather than later when maintenance may be more costly.

Goal area	National goal and performance targets	Promoted through the TIP
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System Performance Measures: <ul style="list-style-type: none"> Peak Hour Excessive Delay(PHED) Measure: Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of Non-Single Occupancy Vehicle (SOV) Travel 	The WILMAPCO Congestion Management System collects and analyzes data to identify the most congested locations and identify cost effective measures to address the congestion for inclusion in the TIP. WILMAPCO’s Complete Streets policy promotes the inclusion of appropriate pedestrian, bicycle and transit improvements into roadway projects to promote travel by non-SOV modes.
System reliability	To improve the efficiency of the surface transportation system Performance Measures: <ul style="list-style-type: none"> Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the Interstate that are reliable Non-Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the non-Interstate NHS that are reliable 	Projects fund efficiency improvements using intelligent transportation system technologies along priority corridors. Maryland’s CHART program and Delaware’s DelTRAC program provide data collections and real time monitoring of priority corridors.
Reduced project delivery delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices	Every Day Counts program seeks to speed project completion through a variety of means including expedited contractor procurement, design-build projects, and innovative construction methods and paving materials.
WILMAPCO Goal: Support Economic Growth Activity and Good Movement		
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development Performance Measure: <ul style="list-style-type: none"> Freight Reliability: Truck Travel Time Reliability (TTTR) Index along the Interstate System 	Regional freight planning has identified bottleneck locations along key corridors. Bottlenecks are a factor in the WILMAPCO project prioritization process.

The WILMAPCO Regional Progress Report measures progress towards achieving the RTP. Key quantitative performance measures track:

- Regional commuting statistics
- Projected housing and employment growth, by (TIA)
- Projected daily Vehicle Miles Traveled (VMT) per household
- TIP funding by transportation mode
- Road injuries and fatalities – rate per VMT and raw total
- Raw total pedestrian and bicycle crashes, injuries, and fatalities
- Projected transportation emissions
- Household expenditures on transportation and gasoline
- Median transportation costs expended by regional households
- Historic TIP spending within Environmental Justice (EJ) areas
- TIP Expansion projects within rural and sensitive natural areas
- Status of the East Coast Greenway
- EZ-Pass Use
- Bus commutes of more than 30 min.
- On-time bus performance
- TIP funding by funding category (preservation, management, expansion)
- Funding dedicated to municipal street aide
- Data on bridge and highway conditions
- Usage of park and ride/pool parking lots
- TIP spending by TIA
- Percentage of population and jobs within walking distance to a bus stop
- Public bus ridership trends
- Alternative transportation TIP projects within high, moderate, and low priority pedestrian areas
- WILMAPCO newsletter readership, overall and within EJ areas
- WILMAPCO website views, e-newsletter subscribers, and Facebook followers
- Percentage of the population familiar with WILMAPCO
- Success of meeting outreach goals within sub-regional plans matrix
- Racial and ethnic minority representation on the Public Advisory Committee (PAC)
- Demographic projections and TIP spending within TIAs
- Analysis of WILMAPCO project prioritization technical score versus project status in the TIP
- Analysis of the implementation status of WILMAPCO sub-regional plans
- TIP management and expansion projects in CMS corridors
- TIP management and expansion in freight bottlenecks
- Status of major interregional projects and studies
- Average annual VMT by household
- Presence of operational electric vehicle charging stations
- Funded TIP project potentially challenged by sea level rise

Project Prioritization Process

How Projects Are Prioritized

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

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

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

Factors used to rank TIP projects:

- Air Quality
- Environmental Justice/Equitable Access
- Congestion
- Safety
- Social Determinants of Health
- Pedestrian Priority
- Transportation Justice
- Freight
- Local/private Funding
- Support for Economic Initiatives

Prioritization Process

STEP 1:	STEP 2:	STEP 3:	STEP 4:
Apply screening	Technical score	TAC review	Council ranks

Provides a quantitative method to compare projects

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

criteria		submissions	
<ul style="list-style-type: none"> • Projects reviewed for consistency with RTP and local, county and state transportation plans and land use plans • If not consistent, it will not be ranked or the RTP must be amended 	<ul style="list-style-type: none"> • Staff calculates a score for each project based on the goals and objectives of the RTP • Criteria are designed to be objective measures using data available to WILMAPCO 	<ul style="list-style-type: none"> • Technical Advisory Committee (TAC) reviews technical scoring for accuracy and prepares comments for Council consideration 	<ul style="list-style-type: none"> • Council considers: <ul style="list-style-type: none"> ○ Technical score ○ TAC comments ○ Cost effectiveness ○ Urgency of Project ○ Other considerations

Goals and Criteria:

GOAL: IMPROVE QUALITY OF LIFE

- AIR QUALITY: Expected to impact air quality, based on project types:
- ENVIRONMENTAL JUSTICE: Project impacts in locations with a high percentage of low-income and/or minority residents.
- SAFETY: Intersections scored using crash frequency, type, and severity.
- SOCIAL DETERMINANTS OF HEALTH: Enhances area of potential health concern in locations identified using graduation rates, minority segregation, employment rates, homeownership, single parent households, and food deserts data.

GOAL: EFFICIENTLY TRANSPORT PEOPLE

- CONGESTION: Corridor improvement recommended in Congestion Management System (CMS) or location with level of service (LOS) E or F. Along congested areas, addition points are awarded based upon average annual daily traffic and transit use.
- MOBILITY CHALLENGED: Project impacts in locations with high percentage of zero-car households, elderly & persons with disabilities.
- PEDESTRIAN PRIORITY: Project supports pedestrian improvement based on pedestrian priority area scoring.

GOAL: SUPPORT SUSTAINABLE ECONOMIC DEVELOPMENT AND GOODS MOVEMENT

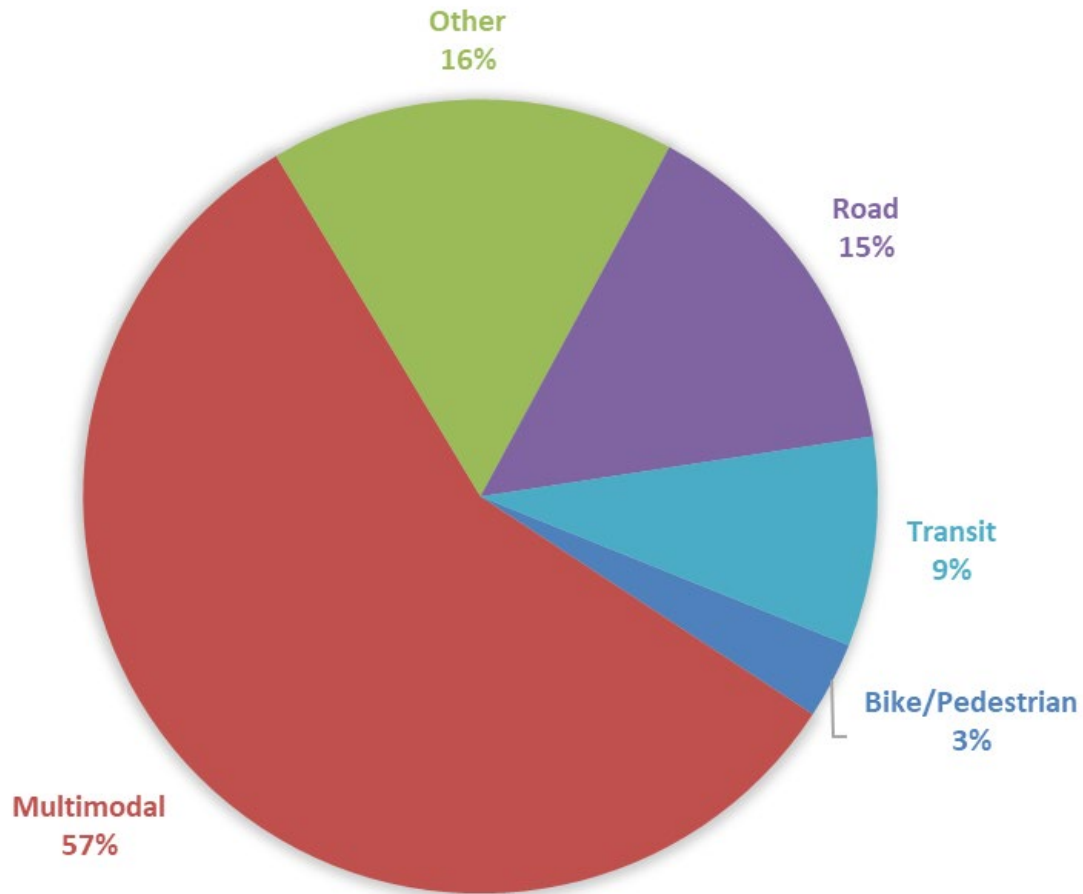
- FREIGHT: Scores using the bottlenecks identified in the WILMAPCO freight & goods movement analysis..
- ECONOMIC DEVELOPMENT: Projects that support economic development state and local policies based on WILMAPCO Transportation Investment Areas.
- FUNDING CONTRIBUTION: Local and/or private commitment demonstrated by funding contribution.

TIP Summary Tables

MODE	FY 25-28 TOTAL	PERCENT	FY 29-30 TOTAL
Bike/Pedestrian	87,996	3%	26,264
Multimodal	1,608,136	57%	537,732
Other	463,750	16%	188,974
Road	413,172	15%	110,922
Transit	240,091	9%	57,454
Total (\$s x 1000)	2,813,144	100%	921,346

CATEGORY	FY 25-28 TOTAL	PERCENT	FY 29-30 TOTAL
Preservation	1,560,593	55%	524,889
Other	324,874	12%	133,627
Management	785,757	28%	231,830
Expansion	141,921	5%	31,000
Total (\$s x 1000)	2,813,144	100%	921,346

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 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 23,2024

Location	PROJECT TITLE (All \$ x 1,000)	MODE	FY 25-28 TOTAL	FY 29-30 TOTAL
DE	Bicycle and Pedestrian Improvements/Ped ADA	Bike/Pedestrian	46,700.0	24,000.0
NCC	Edgemoor Rd Bicycle and Pedestrian Improvements, Governor Printz Blvd to Hay Rd	Bike/Pedestrian	3,215.0	-
DE	Recreational Trails	Bike/Pedestrian	4,528.4	2,264.2
NCC	Shared Use Path, S. Church St to S. Walnut St, Wilmington	Bike/Pedestrian	2,602.6	-
NCC	US 13: US 40 to Memorial Drive Pedestrian Improvements	Bike/Pedestrian	29,949.5	-
NCC	US 40 between US 13 and MD Line Multimodal Improvements	Bike/Pedestrian	1,000.0	-
		Bike/Pedestrian Total	87,995.5	26,264.2
NCC	12th St Connector	Multimodal	2,910.0	-
CC	Areawide Urban Street Reconstruction	Multimodal	1,380.0	-
NCC	Bear Road and Reybold Drive Intersection Improvements	Multimodal	3,164.5	-
CC	Belvidere Rd: US 40 - I-95	Multimodal		
NCC	Boyds Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	Multimodal	5,554.9	16,000.0
NCC	BR 1-686 on N029 South Walnut Street	Multimodal	50.0	-
DE	Bridge Program	Multimodal	375,616.1	80,487.0
NCC	Bunker Hill Road at Sand Hill Drive/Merrimac Avenue Intersection Improvements	Multimodal	500.0	-
CC	Cecil County Bridge CE0055, Belvidere Rd over CSX	Multimodal	-	-
DE	Community Transportation Fund/CTF Subdivision Paving Pilot	Multimodal	135,420.0	55,360.0
NCC	Denny Road and Lexington Parkway Intersection Improvements	Multimodal	103.4	-
NCC	East 7th Street	Multimodal	1,000.0	-
NCC	Garasches Lane, Wilmington	Multimodal	229.6	-
NCC	Glasgow Ave: SR 896 - US 40	Multimodal	2,162.5	6,000.0
NCC	Governor Printz Boulevard Road Diet between US 13 at Philadelphia Pike and East 35th St.	Multimodal	500.0	500.0
NCC	Hares Corner (US 13 and SR 273) Grade Separated Intersection	Multimodal	3,000.0	-
NCC	HSIP NCC, Old Baltimore Pike and Salem Church Road	Multimodal	800.0	-
NCC	I-95 & SR 896 Interchange Improvements	Multimodal	170,102.2	-
DE	Intersection Improvements	Multimodal	59,900.0	27,950.0
NCC	Maryland Ave. and Monroe St. (Maryland Ave./Monroe St./MLK Area)	Multimodal	800.0	-
DE	Municipal Street Aid	Multimodal	24,000.0	12,000.0
NCC	N412, Lorewood Grove Road: Jamison Corner Rd to SR 1	Multimodal	11,016.9	-

FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 23,2024

Location	PROJECT TITLE (All \$ x 1,000)	MODE	FY 25-28 TOTAL	FY 29-30 TOTAL
DE	Non-Bridge Structures	Multimodal	22,477.4	18,366.5
NCC	Old Capitol Trail, Newport Road to Stanton Road	Multimodal	12,178.3	-
DE	Paving & Rehabilitation	Multimodal	356,000.0	160,000.0
NCC	Possum Park Road and Old Possum Park Road Intersection	Multimodal	3,600.0	-
DE	Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154/Fut Saf Prog)	Multimodal	163,831.5	58,091.8
NCC	South Wilmington Infrastructure Improvements	Multimodal	10,000.0	-
NCC	Southbridge Transportation Network	Multimodal	1,200.0	5,000.0
NCC	SR 2 / Red Mill Road Intersection	Multimodal	461.8	-
NCC	SR 299, SR 1 to Catherine Street	Multimodal	550.0	-
NCC	SR 4, Christina Parkway: SR 2 to SR 896	Multimodal	725.3	-
NCC	SR 72: McCoy Road to SR 71	Multimodal	256.1	-
NCC	SR 896: South College Ave Gateway	Multimodal	341.1	4,100.0
NCC	SR 896: US 40 - I-95 Widening	Multimodal	-	-
NCC	SR 9, New Castle Ave, Landers Lane to A Street/Connecting Communities	Multimodal	22,100.0	969.7
NCC	SR4, Harmony Road Intersection Improvements	Multimodal	2,149.6	-
NCC	SR4, Ogletown Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	Multimodal	2,000.0	-
NCC	St. Annes Church Road at SR 71 Intersection Improvements	Multimodal	500.0	500.0
DE	Traffic Calming	Multimodal	2,000.0	1,000.0
DE	Transportation Alternatives Program	Multimodal	24,725.0	9,150.0
CC	Transportation Alternatives Program - Cecil County	Multimodal	376.4	-
DE	Transportation Facilities, Statewide	Multimodal	77,225.0	21,450.0
DE	Transportation Infrastructure Investment Fund	Multimodal	20,000.0	10,000.0
DE	Transportation Management (inc. rideshare and signals)	Multimodal	42,764.7	19,757.4
NCC	Tyler McConnell Bridge, SR 141: Monthcanin Rd - Alapocas Rd	Multimodal	-	-
NCC	US 13 Southbound BBRT Lane	Multimodal	1,000.0	-
NCC	US 13, Duck Creek to SR1	Multimodal	755.1	750.0
NCC	US 13: I-495-PA Line	Multimodal	600.0	-
NCC	US 40 and SR 7 Intersection	Multimodal	3,600.0	300.0
NCC	US 40 and SR 896 Grade Separated Intersection	Multimodal	1,579.1	30,000.0
NCC	US 40: Salem Church Road to Walther Road	Multimodal	27,275.0	-

FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 23,2024

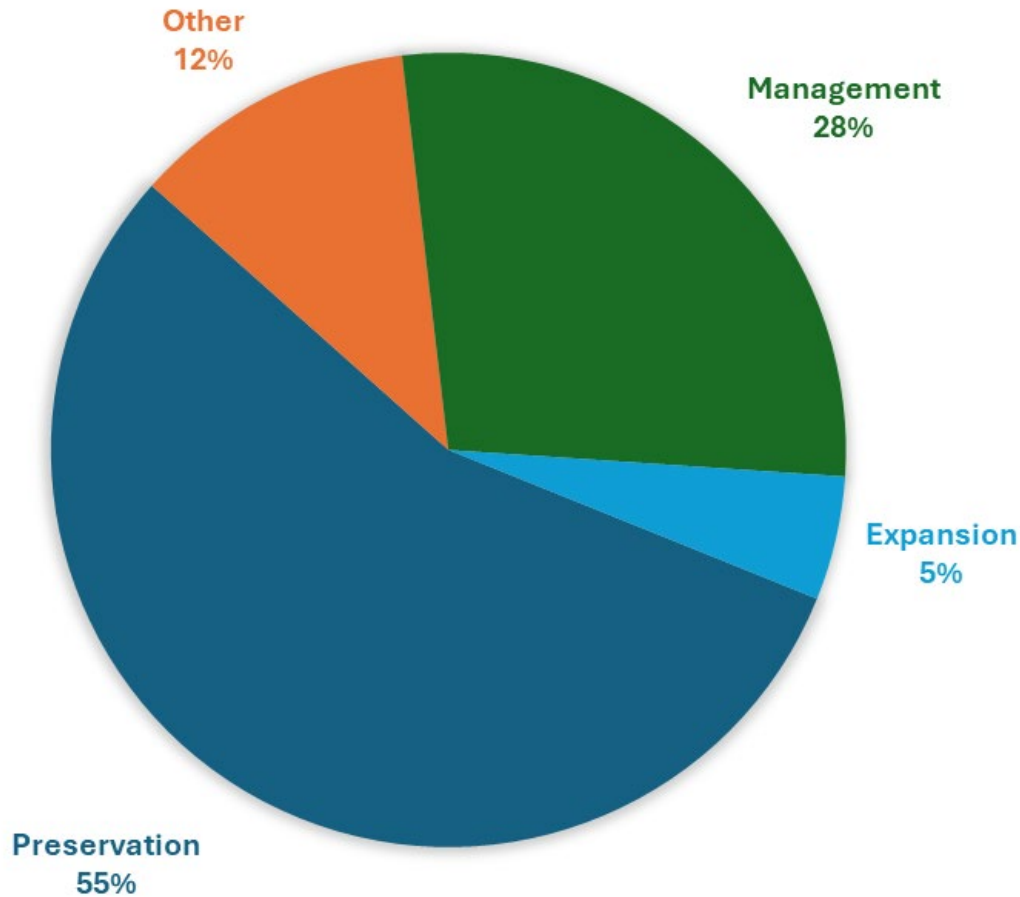
Location	PROJECT TITLE (All \$ x 1,000)	MODE	FY 25-28 TOTAL	FY 29-30 TOTAL
NCC	Wilmington Initiatives, King and Orange Sts: MLK Blvd to 10th St/Transit Corridors	Multimodal	50.0	-
NCC	Wilmington Initiatives: 4th St., Walnut St. -Adams St	Multimodal	3,192.2	-
NCC	Wilmington Initiatives: Walnut St., 3rd - 16th St	Multimodal	6,412.5	-
		Multimodal Total	1,608,136.3	537,732.3
DE	Aeronautics, Statewide	Other	4,840.0	2,420.0
CC	Areawide Environmental Projects	Other	12,000.0	-
DE	Carbon Reduction Program	Other	21,547.0	-
DE	Dam Preservation Program	Other	-	-
DE	Electric Vehicle Program	Other	17,500.0	-
DE	Engineering & Contingency/Education & Training	Other	174,624.2	74,987.3
DE	Environmental Program	Other	6,047.0	1,336.0
DE	Equipment	Other	53,319.4	24,000.0
DE	Planning	Other	64,150.6	30,303.9
NCC	Port Area Truck Parking Facility Near Wilmington	Other	862.5	-
DE	Ranked Project Funding	Other	7,105.6	26,750.0
DE	Resiliency and Sustainability Program	Other	33,400.0	-
DE	Statewide Rail Preservation / Rail Preservation Maint.	Other	1,000.0	500.0
DE	STIC Incentive Program	Other	500.0	250.0
DE	Technology	Other	66,853.5	28,426.8
		Other Total	463,749.8	188,973.9
CC	Areawide Bridge Replacement and Rehabilitation	Road	17,650.0	-
CC	Areawide Congestion Management	Road	3,940.0	-
CC	Areawide Resurfacing and Rehabilitation	Road	35,800.0	-
CC	Areawide Safety and Spot Improvements	Road	20,600.0	-
NCC	Cedar Lane: Marl Pit to Boyds Corner Rd & Marl Pit Int. (S. NCC Imp)	Road	-	-
DE	Corridor Capacity Preservation	Road	4,000.0	2,000.0
NCC	I-295 Northbound from SR141 to US 13	Road	23,169.4	-
CC	I-95 / Belvidere Road Interchange	Road	33,455.0	-
DE	Materials & Minor Contracts	Road	63,688.9	32,000.0
CC	National Electric Vehicle Infrastructurer Program	Road	1,342.0	

FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 23,2024

Location	PROJECT TITLE (All \$ x 1,000)	MODE	FY 25-28 TOTAL	FY 29-30 TOTAL
DE	Rail Crossing Safety and Rideability	Road	28,535.0	13,650.0
NCC	Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	Road	103,251.3	36,430.3
NCC	Sears Boulevard Extension	Road	-	-
DE	Signage & Pavement Markings	Road	36,682.5	18,341.3
DE	Slope Stabilization	Road	16,000.0	8,000.0
NCC	SR 1 at Tybouts Corner	Road	5,608.0	-
NCC	SR 1 Widening: Road A to Tybouts Corner US40	Road	14,855.7	-
NCC	SR 896 and Bethel Church Rd Interchange	Road	3,983.9	-
NCC	SR 9, River Road Flood Remediation	Road	610.0	500.0
		Road Total	413,171.7	110,921.5
CC	Cecil County Mid-County Transit Hub	Transit	-	-
CC	Cecil County Transit	Transit	5,922.0	-
NCC	Claymont Station Decommission/Claymont Regional Transportation Center	Transit	2,000.0	-
DE	Diamond State Rail Line Study	Transit	500.0	-
NCC	Fairplay Station Churchman's Crossing Parking Expansion	Transit	1,044.3	-
NCC	Newark Train Station/Regional Transportation Center	Transit	30,066.6	-
NCC	Northeast Corridor Allocation Policy	Transit	16,213.6	8,056.8
CC	Susquehanna River Rail Bridge	Transit	-	-
NCC	Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	Transit	27,275.1	10,320.2
NCC	Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	Transit	15,155.5	6,020.7
NCC	Transit Facilities, New Castle County (Beech St, Wilm, and Mid County)	Transit	66,150.2	-
DE	Transit Facilities, Statewide	Transit	11,801.0	4,100.0
NCC	Transit Preventive Maintenance, NCC	Transit	44,750.0	22,375.0
DE	Transit Vehicles Replace & Refurbish, Statewide	Transit	19,212.6	6,581.6
		Transit Total	240,091.0	57,454.2
		Grand Total	2,813,144.3	921,346.2

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 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 23,2024

Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	FY 25-28 TOTAL	FY 29-30 TOTAL
CC	Areawide Bridge Replacement and Rehabilitation	Preservation	17,650.0	-
CC	Areawide Environmental Projects	Preservation	12,000.0	-
CC	Areawide Resurfacing and Rehabilitation	Preservation	35,800.0	-
CC	Areawide Safety and Spot Improvements	Preservation	20,600.0	-
CC	Areawide Urban Street Reconstruction	Preservation	1,380.0	-
NCC	BR 1-686 on N029 South Walnut Street	Preservation	50.0	-
DE	Bridge Program	Preservation	375,616.1	80,487.0
CC	Cecil County Transit	Preservation	5,922.0	-
DE	Community Transportation Fund/CTF Subdivision Paving Pilot	Preservation	135,420.0	55,360.0
DE	Dam Preservation Program	Preservation	-	-
DE	Equipment	Preservation	53,319.4	24,000.0
DE	Materials & Minor Contracts	Preservation	63,688.9	32,000.0
DE	Municipal Street Aid	Preservation	24,000.0	12,000.0
CC	National Electric Vehicle Infrastructure Program	Preservation	1,342.0	
DE	Non-Bridge Structures	Preservation	22,477.4	18,366.5
NCC	Northeast Corridor Allocation Policy	Preservation	16,213.6	8,056.8
DE	Paving & Rehabilitation	Preservation	356,000.0	160,000.0
NCC	Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	Preservation	103,251.3	36,430.3
DE	Signage & Pavement Markings	Preservation	36,682.5	18,341.3
DE	Slope Stabilization	Preservation	16,000.0	8,000.0
NCC	SR 9, River Road Flood Remediation	Preservation	610.0	500.0
DE	Statewide Rail Preservation / Rail Preservation Maint.	Preservation	1,000.0	500.0
NCC	Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	Preservation	27,275.1	10,320.2
NCC	Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	Preservation	15,155.5	6,020.7
NCC	Transit Facilities, New Castle County (Beech St, Wilm, and Mid County)	Preservation	66,150.2	-
DE	Transit Facilities, Statewide	Preservation	11,801.0	4,100.0
NCC	Transit Preventive Maintenance, NCC	Preservation	44,750.0	22,375.0
DE	Transit Vehicles Replace & Refurbish, Statewide	Preservation	19,212.6	6,581.6
DE	Transportation Facilities, Statewide	Preservation	77,225.0	21,450.0

FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 23,2024

Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	FY 25-28 TOTAL	FY 29-30 TOTAL
		Preservation Total	1,560,592.7	524,889.2
DE	Carbon Reduction Program	Other	21,547.0	-
DE	Electric Vehicle Program	Other	17,500.0	-
DE	Engineering & Contingency/Education & Training	Other	174,624.2	74,987.3
DE	Environmental Program	Other	6,047.0	1,336.0
DE	Planning	Other	64,150.6	30,303.9
DE	Ranked Project Funding	Other	7,105.6	26,750.0
DE	Resiliency and Sustainability Program	Other	33,400.0	-
DE	STIC Incentive Program	Other	500.0	250.0
		Other Total	324,874.3	133,627.2
DE	Aeronautics, Statewide	Management	4,840.0	2,420.0
CC	Areawide Congestion Management	Management	3,940.0	-
NCC	Bear Road and Reybold Drive Intersection Improvements	Management	3,164.5	-
DE	Bicycle and Pedestrian Improvements/Ped ADA	Management	46,700.0	24,000.0
NCC	Bunker Hill Road at Sand Hill Drive/Merrimac Avenue Intersection Improvements	Management	500.0	-
CC	Cecil County Mid-County Transit Hub	Management	-	-
NCC	Cedar Lane: Marl Pit to Boyds Corner Rd & Marl Pit Int. (S. NCC Imp)	Management	-	-
NCC	Claymont Station Decommission/Claymont Regional Transportation Center	Management	2,000.0	-
DE	Corridor Capacity Preservation	Management	4,000.0	2,000.0
NCC	Denny Road and Lexington Parkway Intersection Improvements	Management	103.4	-
NCC	East 7th Street	Management	1,000.0	-
NCC	Edgemoor Rd Bicycle and Pedestrian Improvements, Governor Printz Blvd to Hay Rd	Management	3,215.0	-
NCC	Fairplay Station Churchman's Crossing Parking Expansion	Management	1,044.3	-
NCC	Garasches Lane, Wilmington	Management	229.6	-
NCC	Glasgow Ave: SR 896 - US 40	Management	2,162.5	6,000.0
NCC	Governor Printz Boulevard Road Diet between US 13 at Philadelphia Pike and East 35th St.	Management	500.0	500.0
NCC	Hares Corner (US 13 and SR 273) Grade Separated Intersection	Management	3,000.0	-
NCC	HSIP NCC, Old Baltimore Pike and Salem Church Road	Management	800.0	-
NCC	I-95 & SR 896 Interchange Improvements	Management	170,102.2	-
DE	Intersection Improvements	Management	59,900.0	27,950.0

FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 23,2024

Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	FY 25-28 TOTAL	FY 29-30 TOTAL
NCC	Maryland Ave. and Monroe St. (Maryland Ave./Monroe St./MLK Area)	Management	800.0	-
NCC	N412, Lorewood Grove Road: Jamison Corner Rd to SR 1	Management	11,016.9	-
NCC	Newark Train Station/Regional Transportation Center	Management	30,066.6	-
NCC	Old Capitol Trail, Newport Road to Stanton Road	Management	12,178.3	-
NCC	Port Area Truck Parking Facility Near Wilmington	Management	862.5	-
NCC	Possum Park Road and Old Possum Park Road Intersection	Management	3,600.0	-
DE	Rail Crossing Safety and Rideability	Management	28,535.0	13,650.0
DE	Recreational Trails	Management	4,528.4	2,264.2
DE	Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154/Fut Saf Prog)	Management	163,831.5	58,091.8
NCC	South Wilmington Infrastructure Improvements	Management	10,000.0	-
NCC	SR 2 / Red Mill Road Intersection	Management	461.8	-
NCC	SR 4, Christina Parkway: SR 2 to SR 896	Management	725.3	-
NCC	SR 896: South College Ave Gateway	Management	341.1	4,100.0
NCC	SR 9, New Castle Ave, Landers Lane to A Street/Connecting Communities	Management	22,100.0	969.7
NCC	SR4, Harmony Road Intersection Improvements	Management	2,149.6	-
NCC	SR4, Ogletown Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	Management	2,000.0	-
NCC	St. Annes Church Road at SR 71 Intersection Improvements	Management	500.0	500.0
CC	Susquehanna River Rail Bridge	Management	-	-
DE	Technology	Management	66,853.5	28,426.8
DE	Traffic Calming	Management	2,000.0	1,000.0
DE	Transportation Alternatives Program	Management	24,725.0	9,150.0
CC	Transportation Alternatives Program - Cecil County	Management	376.4	-
DE	Transportation Management (inc. rideshare and signals)	Management	42,764.7	19,757.4
NCC	US 13 Southbound BBRT Lane	Management	1,000.0	-
NCC	US 13, Duck Creek to SR1	Management	755.1	750.0
NCC	US 13: I-495-PA Line	Management	600.0	-
NCC	US 13: US 40 to Memorial Drive Pedestrian Improvements	Management	29,949.5	-
NCC	US 40 and SR 7 Intersection	Management	3,600.0	300.0
NCC	US 40 and SR 896 Grade Separated Intersection	Management	1,579.1	30,000.0

FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 23,2024

Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	FY 25-28 TOTAL	FY 29-30 TOTAL
NCC	US 40 between US 13 and MD Line Multimodal Improvements	Management	1,000.0	-
NCC	Wilmington Initiatives, King and Orange Sts: MLK Blvd to 10th St/Transit Corridors	Management	50.0	-
NCC	Wilmington Initiatives: 4th St., Walnut St. -Adams St	Management	3,192.2	-
NCC	Wilmington Initiatives: Walnut St., 3rd - 16th St	Management	6,412.5	-
		Management Total	785,756.6	231,829.8
NCC	12th St Connector	Expansion	2,910.0	-
CC	Belvidere Rd: US 40 - I-95	Expansion		
NCC	Boyds Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	Expansion	5,554.9	16,000.0
CC	Cecil County Bridge CE0055, Belvidere Rd over CSX	Expansion	-	-
DE	Diamond State Rail Line Study	Expansion	500.0	-
NCC	I-295 Northbound from SR141 to US 13	Expansion	23,169.4	-
CC	I-95 / Belvidere Road Interchange	Expansion	33,455.0	-
NCC	Sears Boulevard Extension	Expansion	-	-
NCC	Shared Use Path, S. Church St to S. Walnut St, Wilmington	Expansion	2,602.6	-
NCC	Southbridge Transportation Network	Expansion	1,200.0	5,000.0
NCC	SR 1 at Tybouts Corner	Expansion	5,608.0	-
NCC	SR 1 Widening: Road A to Tybouts Corner US40	Expansion	14,855.7	-
NCC	SR 299, SR 1 to Catherine Street	Expansion	550.0	-
NCC	SR 72: McCoy Road to SR 71	Expansion	256.1	-
NCC	SR 896 and Bethel Church Rd Interchange	Expansion	3,983.9	-
NCC	SR 896: US 40 - I-95 Widening	Expansion	-	-
DE	Transportation Infrastructure Investment Fund	Expansion	20,000.0	10,000.0
NCC	Tyler McConnell Bridge, SR 141: Monthcanin Rd - Alapocas Rd	Expansion	-	-
NCC	US 40: Salem Church Road to Walther Road	Expansion	27,275.0	-
		Expansion Total	141,920.6	31,000.0
		Grand Total	2,813,144.3	921,346.2

Integrating the Congestion Management System

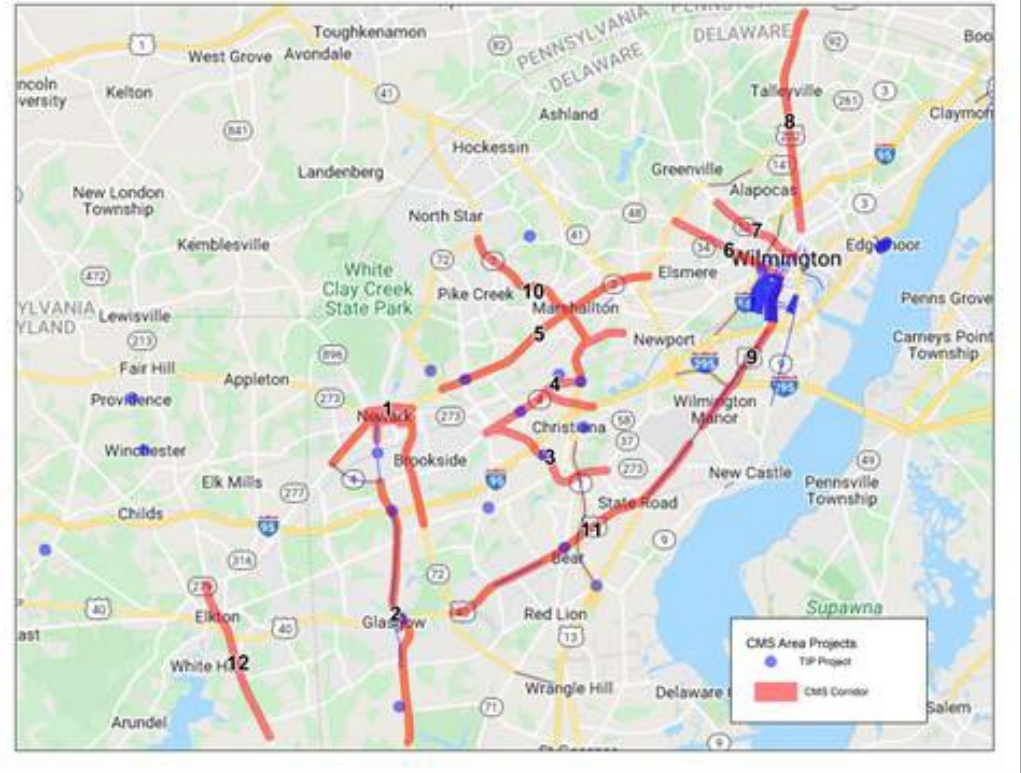
Under federal transportation legislation, metropolitan planning areas are required to develop a system wide congestion management process to assist with identifying, analyzing and addressing congestion in the region. Additionally, in areas that are not in attainment of federal air quality standards, 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. The WILMAPCO Congestion Management System identified 12 corridors in New Castle and Cecil County that met the established criteria for congestion. The following table shows management and expansion projects in each corridor.



FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 23,2024

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

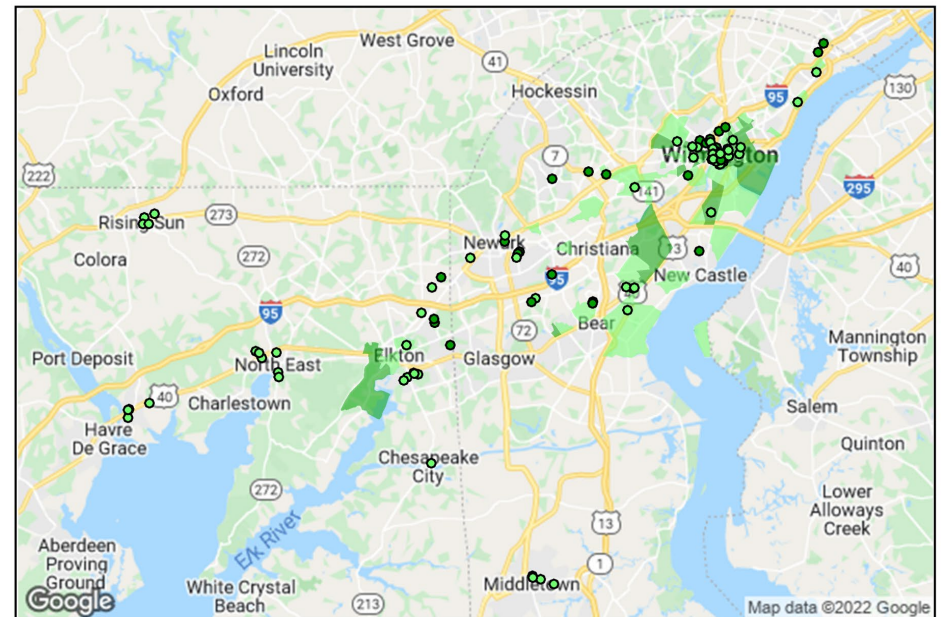
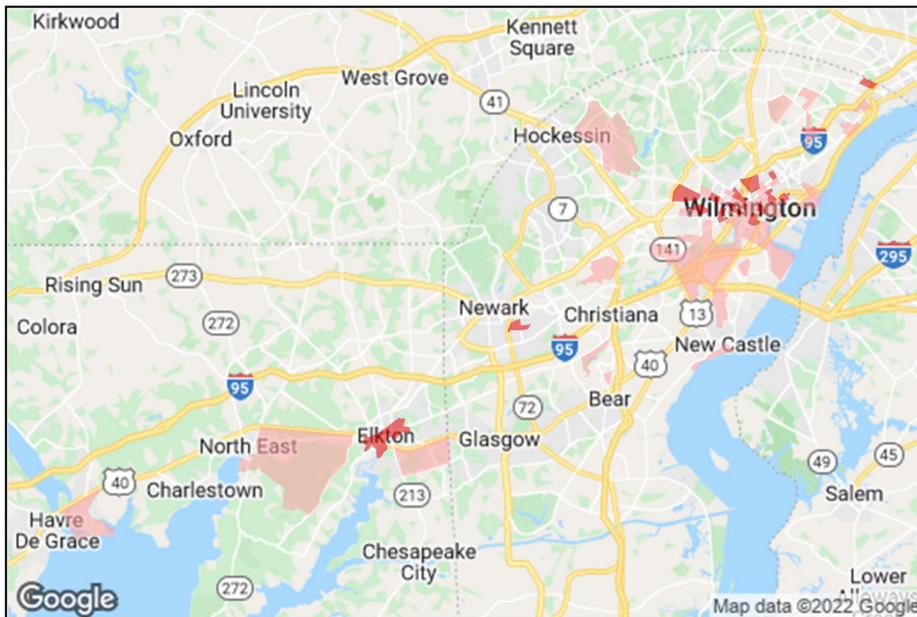
Addressing Transportation Equity

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

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

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

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



Mobility Challenged Areas

Significant Moderate

EJ Areas

Significant Moderate

FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 23,2024

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

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

Comparison with FY 2023-2025 TIP

Increased funds vs. 2023 TIP
Decreased funds vs. 2023 TIP
New in TIP
Removed from TIP

Changes: FY 2023-2026 TIP (May 2022) vs Draft FY 2025-2028 TIP (March 2024)

PROJECT TITLE (All \$ x 1,000)	FY 2025 TOTAL	FY 2026 TOTAL	FY 2027 TOTAL	FY 2028 TOTAL	FY 25-28 TOTAL	FY 29-30 TOTAL
DELAWARE- STATEWIDE						
Aeronautics, Statewide	220.0	220.0	220.0	320.0	1,960.0	2,420.0
Bicycle and Pedestrian Improvements/Ped ADA	500.0	(2,300.0)	500.0	-	(2,600.0)	24,000.0
Bridge Management/Inspection	(19,330.0)	(19,330.0)	(19,870.0)	(20,870.0)	(158,800.0)	-
Bridge Preservation / Bridge Painting	(67,979.7)	(58,500.0)	(58,000.0)	(58,000.0)	(484,959.4)	-
<u>Bridge Program</u>	83,313.2	75,218.5	109,139.7	107,944.7	751,232.3	80,487.0
<u>Non-Bridge Structures</u>	6,251.4	5,116.4	5,817.4	5,292.3	44,954.7	18,366.5
Carbon Reduction Program	350.0	-	97.0	4,900.0	10,694.0	-
Community Transportation Fund/CTF Subdivision Paving Pilot	29,700.0	5,000.0	5,000.0	5,000.0	89,400.0	55,360.0
Corridor Capacity Preservation	(2,000.0)	(2,000.0)	(2,000.0)	(2,000.0)	(16,000.0)	2,000.0
Dam Preservation Program	(2,700.0)	(2,700.0)	(2,700.0)	(2,700.0)	(21,600.0)	-
<u>Diamond State Rail Line Study</u>	166.7	166.7	166.7	-	1,000.0	-
Electric Vehicle Program	4,000.0	-	-	3,000.0	14,000.0	-
Engineering & Contingency/Education & Training	16,537.4	7,348.5	7,048.5	7,048.5	75,965.6	74,987.3
Environmental Program	2,097.5	1,277.5	-	-	6,750.0	1,336.0
Equipment	7,819.4	2,500.0	2,500.0	2,500.0	30,638.8	24,000.0
Intersection Improvements	2,750.0	2,750.0	2,500.0	2,500.0	21,000.0	27,950.0
Materials & Minor Contracts	1,171.4	-	-	-	2,342.9	32,000.0
Municipal Street Aid	-	-	-	-	-	12,000.0
Paving & Rehabilitation	-	-	-	-	-	160,000.0
Planning	3,120.0	3,120.0	3,000.0	3,000.0	24,480.0	30,303.9
Rail Crossing Safety and Rideability	50.0	(136.1)	(136.1)	(136.1)	(716.7)	13,650.0
<u>Ranked Project Funding</u>	-	-	1,020.0	6,085.6	14,211.1	26,750.0
Recreational Trails	-	-	-	-	-	2,264.2
Resiliency and Sustainability Program	6,000.0	6,000.0	-	3,100.0	30,200.0	-
Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154/Fut Saf Prog)	5,592.9	2,180.6	18,643.3	31,640.0	116,113.5	58,091.8
Signage & Pavement Markings	1,067.5	1,067.5	1,067.5	1,067.5	8,539.9	18,341.3
Slope Stabilization	-	-	-	-	-	8,000.0
Statewide Rail Preservation / Rail Preservation Maint.	-	-	-	-	-	500.0
STIC Incentive Program	-	-	-	-	-	250.0
Technology	(450.0)	50.0	-	-	(800.0)	28,426.8

FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 23,2024

Increased funds vs. 2023 TIP
Decreased funds vs. 2023 TIP
New in TIP
Removed from TIP

Changes: FY 2023-2026 TIP (May 2022) vs Draft FY 2025-2028 TIP (March 2024)

PROJECT TITLE (All \$ x 1,000)	FY 2025 TOTAL	FY 2026 TOTAL	FY 2027 TOTAL	FY 2028 TOTAL	FY 25-28 TOTAL	FY 29-30 TOTAL
Traffic Calming	-	-	-	-	-	1,000.0
Transit Facilities, Statewide	(952.6)	(397.6)	(220.0)	(264.0)	(3,668.3)	4,100.0
Transit Vehicles Replace & Refurbish, Statewide	622.6	595.5	470.0	470.0	4,316.0	6,581.6
Transportation Alternatives Program	3,702.6	3,927.6	602.6	602.6	17,670.4	9,150.0
Transportation Facilities, Statewide	11,304.0	7,421.0	9,825.0	675.0	58,450.0	21,450.0
Transportation Infrastructure Investment Fund	-	-	-	-	-	10,000.0
Transportation Management (inc. rideshare and signals)	3,600.0	350.0	350.0	350.0	9,300.0	19,757.4
NEW CASTLE COUNTY						
12th St Connector	410.0	900.0	(2,500.0)	(3,600.0)	(9,580.0)	-
<u>Bear Road and Reybold Drive Intersection Improvements</u>	719.5	2,445.0	-	-	6,329.0	-
Boyds Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	1,800.0	204.9	250.0	-	4,509.8	16,000.0
BR 1-686 on N029 South Walnut Street	-	50.0	-	-	100.0	-
<u>Bunker Hill Road at Sand Hill Drive/Merrimac Avenue Intersection Improvements</u>	-	-	-	500.0	1,000.0	-
Cedar Lane: Marl Pit to Boyds Corner Rd & Marl Pit Int. (S. NCC Imp)	(2,600.0)	(6,500.0)	(3,000.0)	-	(24,200.0)	-
<u>Christiana Mall Park and Ride/NCC Transit Center</u>	(1,000.0)	-	-	-	(2,000.0)	-
Claymont Station Decommission/Claymont Regional Transportation Center	2,000.0	-	-	-	4,000.0	-
Denny Road and Lexington Parkway Intersection Improvements	103.4	-	-	-	206.9	-
East 7th Street	-	-	-	-	-	-
Edgemoor Rd Bicycle and Pedestrian Improvements, Governor Printz Blvd to Hay Rd	1,715.0	1,500.0	-	-	6,430.0	-
Fairplay Station Churchman's Crossing Parking Expansion	1,044.3	-	-	-	2,088.6	-
Garasches Lane, Wilmington	229.6	-	-	-	459.2	-
Glasgow Ave: SR 896 - US 40	(587.5)	(5,800.0)	850.0	850.0	(9,375.0)	6,000.0
<u>Governor Printz Boulevard Road Diet between US 13 at Philadelphia Pike and East 35th St.</u>	-	-	-	500.0	1,000.0	500.0
<u>Hares Corner (US 13 and SR 273) Grade Separated Intersection</u>	-	-	1,500.0	1,500.0	6,000.0	-
HSIP NCC, Old Baltimore Pike and Salem Church Road	(200.0)	(200.0)	(300.0)	(2,800.0)	(7,000.0)	-
I-295 Northbound from SR141 to US 13	8,969.4	6,200.0	-	-	30,338.9	-
I-95 & SR 896 Interchange Improvements	87,213.6	(6,211.4)	-	-	162,004.3	-
Maryland Ave. and Monroe St. (Maryland Ave./Monroe St./MLK Area)	-	-	-	(750.0)	(1,500.0)	-
<u>Mill Creek Road and Stoney Batter Road Drainage Improvements</u>	-	-	-	-	-	-
N412, Lorewood Grove Road: Jamison Corner Rd to SR 1	(1,425.0)	1,816.9	-	1,500.0	3,783.7	-
Newark Train Station/Regional Transportation Center	1,750.0	12,316.6	16,000.0	-	60,133.2	-
Northeast Corridor Allocation Policy	728.4	528.4	428.4	328.4	4,027.2	8,056.8
Old Capitol Trail, Newport Road to Stanton Road	1,466.3	12.0	-	-	2,956.6	-
Port Area Truck Parking Facility Near Wilmington	-	-	431.3	431.3	1,725.0	-

FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 23,2024

Increased funds vs. 2023 TIP
Decreased funds vs. 2023 TIP
New in TIP
Removed from TIP

Changes: FY 2023-2026 TIP (May 2022) vs Draft FY 2025-2028 TIP (March 2024)

PROJECT TITLE (All \$ x 1,000)	FY 2025 TOTAL	FY 2026 TOTAL	FY 2027 TOTAL	FY 2028 TOTAL	FY 25-28 TOTAL	FY 29-30 TOTAL
Possum Park Road and Old Possum Park Road Intersection	1,100.0	2,000.0	-	-	6,200.0	-
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	14,600.0	10,000.0	-	-	49,200.0	36,430.3
<u>Sears Boulevard Extension</u>	-	-	-	-	-	-
Shared Use Path, S. Church St to S. Walnut St, Wilmington	100.0	1,251.3	1,251.3	-	5,205.2	-
South Wilmington Infrastructure Improvements	-	-	-	-	-	-
Southbridge Transportation Network	(50.0)	(1,200.0)	(200.0)	200.0	(2,500.0)	5,000.0
SR 1 Widening: Road A to Tybouts Corner <u>US40</u>	1,000.0	2,730.7	4,862.5	2,262.5	21,711.3	-
SR 1 at Tybouts Corner	(276.5)	409.1	1,900.0	-	4,065.3	-
SR 2 / Red Mill Road Intersection	461.8	-	-	-	923.7	-
<u>SR 273 / Chapman Road Intersection Improvements</u>	-	-	-	-	-	-
SR 299, SR 1 to Catherine Street	550.0	-	-	-	1,100.0	-
SR 4, Christina Parkway: SR 2 to SR 896	369.1	(10,143.8)	(10,200.0)	(10,100.0)	(60,149.3)	-
SR4, Harmony Road Intersection Improvements	300.0	(150.4)	(6,000.0)	-	(11,700.8)	-
SR4, Ogletown Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	450.0	(1,350.0)	(3,800.0)	(2,000.0)	(13,400.0)	-
SR 72: McCoy Road to SR 71	256.1	-	-	-	512.2	-
SR 9, River Road Flood Remediation	(50.0)	160.0	250.0	(4,400.0)	(8,080.0)	500.0
SR 9, New Castle Ave, Landers Lane to A Street/ <u>Connecting Communities</u>	550.0	(11,850.0)	2,650.0	15,000.0	12,700.0	969.7
SR 896 and Bethel Church Rd Interchange	483.9	1,500.0	-	-	3,967.8	-
SR 896: US 40 - I-95 Widening	-	-	-	-	-	-
SR 896: South College Ave Gateway	-	(558.9)	(3,500.0)	(3,500.0)	(15,117.9)	4,100.0
<u>St. Annes Church Road at SR 71 Intersection Improvements</u>	-	-	-	500.0	1,000.0	500.0
Transit Facilities, New Castle County (Beech St, Wilm, and Mid County)	14,650.2	(9,000.0)	-	15,000.0	41,300.4	-
Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	10,064.0	(1,428.0)	(4,733.4)	(7,377.8)	(6,950.1)	10,320.2
Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	(35.4)	3,031.6	(3,123.2)	(9,200.0)	(18,654.1)	6,020.7
Transit Preventive Maintenance, NCC	4,687.5	4,687.5	4,687.5	4,687.5	37,500.0	22,375.0
Tyler McConnell Bridge, SR 141: Monthcanin Rd - Alapocas Rd	-	-	-	(1,000.0)	(2,000.0)	-
US 13: I-495-PA Line	-	-	(150.0)	(150.0)	(600.0)	-
US 13, Duck Creek to SR1	250.0	255.1	250.0	-	1,510.2	750.0
US 13 Southbound BBRT Lane	-	-	-	-	-	-
US 13: US 40 to Memorial Drive Pedestrian Improvements	3,949.5	8,000.0	9,000.0	3,000.0	47,899.1	-
US 40 and SR 7 Intersection	100.0	(900.0)	-	400.0	(800.0)	300.0
US 40 and SR 896 Grade Separated Intersection	(21,770.9)	(16,250.0)	100.0	-	(75,841.8)	30,000.0
US 40: Salem Church Road to Walther Road	(3,725.0)	500.0	8,500.0	7,500.0	25,550.0	-
<u>US 40 between US 13 and MD Line Multimodal Improvements</u>	-	-	500.0	500.0	2,000.0	-
Wilmington Initiatives: 4th St., Walnut St. -Adams St	(390.0)	(667.8)	1,750.0	-	1,384.5	-

FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

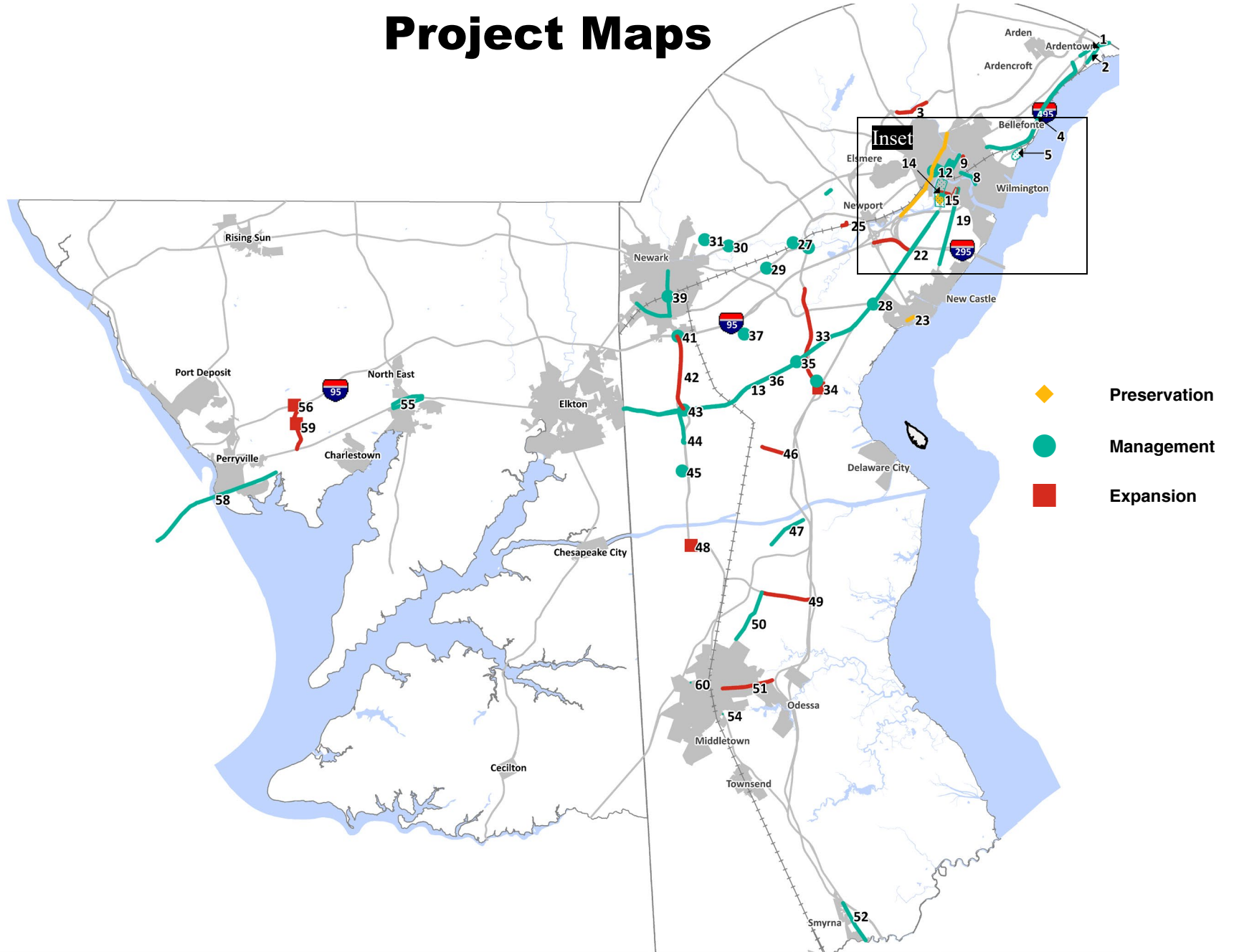
Adopted May 23,2024

Changes: FY 2023-2026 TIP (May 2022) vs Draft FY 2025-2028 TIP (March 2024)

Increased funds vs. 2023 TIP
Decreased funds vs. 2023 TIP
New in TIP
Removed from TIP

PROJECT TITLE (All \$ x 1,000)	FY 2025 TOTAL	FY 2026 TOTAL	FY 2027 TOTAL	FY 2028 TOTAL	FY 25-28 TOTAL	FY 29-30 TOTAL
Wilmington Initiatives: Walnut St., 3rd - 16th St	(2,587.5)	3,000.0	3,000.0	-	6,825.0	-
Wilmington Initiatives, King and Orange Sts: MLK Blvd to 10th St/Transit Corridors	50.0	-	-	-	100.0	-
Wilmington Riverfront Program (Justison Landing)	-	-	-	-	-	-
CECIL COUNTY						
Areawide Bridge Replacement and Rehabilitation	150.0	150.0	150.0	4,300.0	9,500.0	-
Areawide Congestion Management	-	-	-	985.0	1,970.0	-
Areawide Environmental Projects	-	-	-	3,000.0	6,000.0	-
Areawide Resurfacing and Rehabilitation	4,000.0	1,000.0	-	7,700.0	25,400.0	-
Areawide Safety and Spot Improvements	-	-	-	5,150.0	10,300.0	-
Areawide Urban Street Reconstruction	-	-	-	345.0	690.0	-
Belvidere Rd: US 40 - I-95	-	-	-	-	-	-
Cecil County Bridge CE0055, Belvidere Rd over CSX	-	-	-	-	-	-
Cecil County Mid-County Transit Hub	-	-	-	-	-	-
Cecil County Transit	267.0	145.0	1,474.0	1,487.0	6,746.0	-
I-95 / Belvidere Road Interchange	13,992.0	8,963.0	-	-	45,910.0	-
National Electric Vehicle Infrastructure Program	368.0	349.0	375.0	250.0	2,684.0	-
Painting of Cecil County Bridges	-	-	-	-	-	-
School Zone and Crosswalk Improvements, Elk Neck Elementary School	-	-	-	-	-	-
Susquehanna River Rail Bridge	-	-	-	-	-	-
Transportation Alternatives Program - Cecil County	44.1	44.1	44.1	94.1	452.8	-
Delaware Statewide Subtotal	96,524.1	38,945.9	85,041.4	101,526.0	644,074.9	773,523.6
New Castle County Subtotal	127,424.0	(8,711.2)	20,654.3	9,781.9	298,298.0	147,822.6
Cecil County Subtotal	18,821.1	10,651.1	2,043.1	23,311.1	109,652.8	-
TOTAL	242,769.2	40,885.8	107,738.9	134,619.0	1,052,025.7	921,346.2

Project Maps

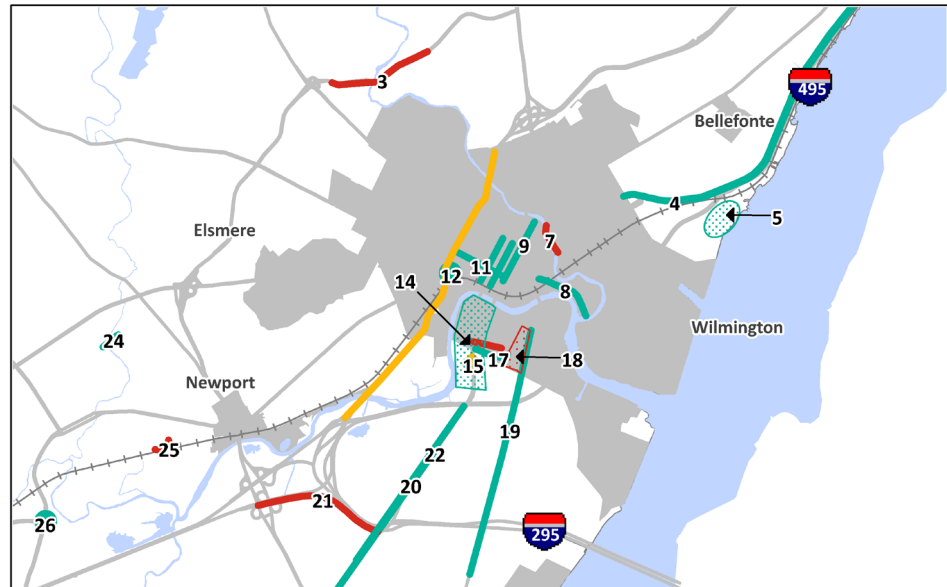


FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 23,2024

ID	Project
1	US 13: I-495-PA Line
2	Claymont Regional Transportation Center
3	Tyler McConnell Bridge
4	Governor Printz Blvd.: Philadelphia Pike-E 35th St.
5	Port Area Truck Parking Facility Near Wilmington
6	I-95: I-495 to North of Brandywine River Bridge
7	12th St Connector
8	East 7th Street
9	Walnut St., 3rd - 16th St
10	King and Orange Sts: MLK Blvd to 10th St
11	4th St., Walnut St. -Adams St
12	Maryland Ave. and Monroe St.
13	US 40: US 13 and MD Line Multimodal
14	South Wilmington Infrastructure Improvements
15	BR 1-686 on NO29 South Walnut Street
16	S. Church St to S. Walnut St, pathway
17	Garasches Lane, Wilmington
18	Southbridge Transportation Network
19	SR 9: Landers Lane to A Street
20	US 13 Southbound BBRT Lane
21	I-295 NB: SR141 to US 13
22	US 13: US 40 to Memorial Drive Ped
23	SR 9, River Road Flood Remediation
24	Old Capitol Trail, Newport Road to Stanton Road
25	Sears Boulevard Extension
26	SR4, Ogletown Stanton Rd/SR 7,Stanton Split
27	Fairplay Station Parking Expansion
28	Hares Corner Grade Separation (US 13 & SR 273)
29	SR4, Harmony Road Intersection
30	SR 2 / Red Mill Road Intersection
31	Possum Park Rd /Old Possum Park Rd Intersection
32	Bear Road and Reybold Drive Intersection
33	SR 1 Widening: Road A to Tybouts Corner US40
34	SR 1 at Tybouts Corner
35	US 40 and SR 7 Intersection
36	US 40: Salem Church Road to Walther Road
37	Old Baltimore Pike and Salem Church Road
38	SR 896: South College Ave Gateway
39	Newark Regional Transportation Center
40	SR 4, Christina Parkway: SR 2 to SR 896
41	I-95 & SR 896 Interchange Improvements
42	SR 896: US 40 - I-95 Widening
43	US 40 and SR 896 Grade Separated Intersection
44	Glasgow Ave: SR 896 - US 40

ID	Project
45	Denny Road and Lexington Parkway Intersection
46	SR 72: McCoy Road to SR 71
47	Loewood Grove Rd: Jamison Corner Rd to SR 1
48	SR 896 and Bethel Church Rd Interchange
49	Boyd's Corner Rd: Cedar Lane to US 13
50	Cedar Lane: Marl Pit - Boyd's Corner Rd /Marl Pit
51	SR 299, SR 1 to Catherine Street
52	US 13, Duck Creek to SR1
53	Bunker Hill Road at Sand Hill Drive/Merrimac
54	St. Annes Church Road at SR 71
55	Cecil County Mid-County Transit Hub
56	I-95 / Belvidere Rd Interchange
57	Cecil Co Bridge CE0055, Belvidere Rd over CSX
58	Susquehanna River Rail Bridge
59	Belvidere Rd: US 40 - I-95
60	Bunker Hill Rd / Sand Hill Drive/Merrimac Avenue



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.


FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM Draft 1/14/2019





GARASCHE LANE

DESCRIPTION: The Garasches Lane project will provide efficient access and safety for all modes of travel between the Southbridge neighborhood and the Wilmington Riverfront. The A Street project will provide a shared use path on the south side of A Street between S Walnut St and S Church St in the City of Wilmington. The sidewalk on A Street between S Church St and S Buttonwood St will be reconstructed.

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

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



Project Title (\$s x 1000)	Phase	Current Estimate	FY20			FY21			FY22			FY23			TOTAL FY 20-23	TOTAL FY 24-25
			State	Fed	Other	State	Fed	Other	State	Fed	Other	State	Fed	Other		
Garasches Lane, Wilmington	PD	652	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PE	350	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A Street Shared Use Path, Wilmington	C	4,300	0	0	0	860	3,440	0	0	0	0	0	0	0	4,300	0
	PE	700	40	160	0	100	400	0	0	0	0	0	0	0	700	0
	ROW	900	0	0	0	0	0	0	0	0	0	0	0	0	0	900
Southbridge Transportation Network, Wilmington, Phase 2	PE	2,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ROW	5,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		13,902	40	160	0	960	3,840	0	0	0	0	0	0	5,000	900	

Z130 - Surface Transportation Block Grant Program - FAST

NEW CASTLE COUNTY – SYSTEM MANAGEMENT
2-6
WILMAPCO

Description of project

Project name

Why project is being done

Location map

Icons indicate whether project addresses auto, bicycle, transit or pedestrian modes or historic preservation

Funding source for each project phase by year.

Funding Program
DOT funding category

Federal funding category

Phases:

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

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 AND STRUCTURE 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)

Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Bridge Program	PD	168	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	55,299	4,383	6,899	-	1,120	1,679	-	500	-	-	500	-	-	15,081	600
	ROW	3,486	842	305	4	-	275	-	-	-	-	-	-	-	1,426	-
	CE	6,983	596	2,766	-	270	920	-	120	420	-	-	200	-	5,292	200
	C	401,152	10,075	49,312	-	5,900	58,500	200	8,700	92,150	600	4,800	97,900	-	328,137	50,978
	Traffic	28	-	28	-	-	-	-	-	-	-	-	-	-	28	-
	Utilities	617	72	369	-	-	-	-	-	-	-	-	-	-	442	-
	Program	18,500	-	-	-	-	-	-	-	-	-	-	-	-	-	18,500
	Contingency	4,916	930	2,291	-	300	-	-	-	700	-	-	-	-	4,221	600
	Maintenance	330	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rail Road	109	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Other(MGMT)	36,366	1,171	3,270	-	1,494	4,561	-	1,473	4,477	-	1,204	3,341	-	20,990	9,610	
Non-Bridge Structures	PE	3,547	100	400	-	205	600	-	150	600	-	-	-	-	2,055	-
	ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	1,384	129	518	-	-	-	-	-	-	-	-	-	-	647	-
	C	3,905	-	-	-	-	-	-	-	-	-	-	-	-	-	2,500
	Traffic	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Program	7,100	-	-	-	-	-	-	-	-	-	-	-	-	-	7,096
	Funding	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Environmental	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Contingency	7,233	200	800	-	-	-	-	-	-	-	-	-	-	1,000	-	
Other(MGMT)	31,030	821	3,283	-	862	3,449	-	1,013	4,054	-	1,058	4,234	-	18,775	8,770	
Total		582,171	19,319	70,241	4	10,151	69,984	200	11,956	102,401	600	7,562	105,675	-	398,094	98,853

Z001 - National Highway Performance Program (NHPP)

Z240 - Surface Transportation Block Grant Program

COMMUNITY TRANSPORTATION FUND

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

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

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

Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Community Transportation Program	Program Funding	106,080	17,680	-	-	17,680	-	-	17,680	-	-	17,680	-	-	70,720	35,360
Subdivision Street Pavement Management Fund	Program Funding	84,700	10,000	-	24,700	10,000	-	-	10,000	-	-	10,000	-	-	64,700	20,000
Total		190,780	27,680	-	24,700	27,680	-	-	27,680	-	-	27,680	-	-	135,420	55,360

EQUIPMENT

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

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

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



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Heavy Equipment Program	Program Funding	77,319	17,319	-	-	12,000	-	-	12,000	-	-	12,000	-	-	53,319	24,000
Total		77,319	17,319	-	-	12,000	-	-	12,000	-	-	12,000	-	-	53,319	24,000

MATERIALS AND MINOR CONTRACTS

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

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

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

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

Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Materials and Minor Contracts	Program Funding	89,689	15,964	-	-	14,225	-	-	14,750	-	-	14,750	-	-	59,689	30,000
	C	6,000	100	900	-	100	900	-	100	900	-	100	900	-	4,000	2,000
Total		95,689	16,064	900	-	14,325	900	-	14,850	900	-	14,850	900	-	63,689	32,000

Z001 National Highway Performance Program (NHPP)

MUNICIPAL STREET AID

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

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

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

Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Municipal Street Aid	Program Funding	36,000	6,000	-	-	6,000	-	-	6,000	-	-	6,000	-	-	24,000	12,000
Total		36,000	6,000	-	-	6,000	-	-	6,000	-	-	6,000	-	-	24,000	12,000

PAVING AND REHABILITATION PROGRAM

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

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

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

Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Paving and Rehabilitation	C	142,000	-	15,000	-	-	20,000	-	-	20,000	-	-	25,000	-	80,000	62,000
	Program Funding	374,000	77,000	-	-	72,000	-	-	72,000	-	-	55,000	-	-	276,000	98,000
Total		516,000	77,000	15,000	-	72,000	20,000	-	72,000	20,000	-	55,000	25,000	-	356,000	160,000

Various
 Z001 - National Highway Performance Program (Nhpp)
 Z240,Z231,Z232,Z230 - Surface Transportation Block Grant Program - Fast

RAIL PRESERVATION

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

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

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

Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Rail Preservation Maintenance Program	Program Funding	1,500	250	-	-	250	-	-	250	-	-	250	-	-	1,000	500
Total		1,500	250	-	-	250	-	-	250	-	-	250	-	-	1,000	500

SLOPE STABILIZATION

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

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

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



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Slope Stabilization & Drainage Improvement Program	Program Funding	24,000	4,000	-	-	4,000	-	-	4,000	-	-	4,000	-	-	16,000	8,000
Total		24,000	4,000	-	-	4,000	-	-	4,000	-	-	4,000	-	-	16,000	8,000

TRANSIT FACILITIES, DELAWARE STATEWIDE

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

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

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



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Transit Facilities Minor Capital Program	Program Funding	11,660	2,410	-	-	1,850	-	-	1,850	-	-	1,850	-	-	7,960	3,700
Transit Systems Equipment Program	Procurement	2,266	610	-	-	400	-	-	450	-	-	406	-	-	1,866	400
Automated/Dynamic Paratransit Scheduling	Procurement	780	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	IT Development	5,975	-	1,975	-	-	-	-	-	-	-	-	-	-	1,975	-
Total		20,681	3,020	1,975	-	2,250	-	-	2,300	-	-	2,256	-	-	11,801	4,100

TRANSPORTATION FACILITIES

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

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

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

North District – Bear Facility



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Transportation Facilities - Administration	Program Funding	23,800	9,000	-	-	4,500	-	-	3,000	-	-	2,500	-	-	19,000	4,800
Transportation Facilities - Operations	Program Funding	69,875	12,054	-	-	12,671	-	-	18,575	-	-	9,925	-	-	53,225	16,650
	C	7,325	-	-	5,000	-	-	-	-	-	-	-	-	-	5,000	-
Total		77,200	12,054	-	5,000	12,671	-	-	18,575	-	-	9,925	-	-	58,225	16,650

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT, STATEWIDE

DESCRIPTION: This project includes the purchase of additional buses and support transit vehicles to be used in accordance with the Delaware Department of Transportation (DelDOT)/Delaware Transit Corporation (DTC) approved vehicle replacement schedule, business plan and service plan. This project also includes the replacement of support and diagnostic equipment for fixed route and paratransit bus maintenance. Major equipment supported by this project includes engine and transmission diagnostic equipment, engine service kits, tire maintenance equipment, brake lathes, hydraulic dollies, transmission jack, jib crane, and specialized tools required to maintain vehicle systems.

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

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

Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Job Access Reverse Commute (JARC) Program	Program Funding	2,050	-	341	-	-	341	-	-	341	-	-	341	-	1,364	682
	Program Funding	2,050	-	-	341	-	-	341	-	-	341	-	-	341	1,364	682
Maintenance Equipment and Tools (Transit) Program	Procurement	1,200	200	-	-	200	-	-	200	-	-	200	-	-	800	400
New Freedom Program Statewide 50/50	Planning	4,450	-	369	369	-	369	369	-	369	369	-	369	369	2,955	1,477
Transit Vehicle Replacement 5310 Program - Statewide	Procurement	575	115	459	-	-	-	-	-	-	-	-	-	-	573	-
	Procurement	2,866	-	-	-	-	573	-	-	573	-	-	573	-	1,720	1,146
	Procurement	4,650	627	-	-	627	-	-	1,067	-	-	1,067	-	-	3,387	1,254
Farebox Modernization	Procurement	5,040	-	2,500	-	-	2,540	-	-	-	-	-	-	-	5,040	-
Transit Systems Statewide Support Vehicles	Procurement	3,000	623	-	-	448	-	-	470	-	-	470	-	-	2,010	940
Total		25,881	1,564	3,669	710	1,275	3,823	710	1,737	1,284	710	1,737	1,284	710	19,213	6,582

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

AERONAUTICS, STATEWIDE

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

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

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



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Aeronautics Planning	Program Funding	1,134	-	189	-	-	189	-	-	189	-	-	189	-	756	378
	Program Funding	126	21	-	-	21	-	-	21	-	-	21	-	-	84	42
Aeronautics Program Development	Program Funding	6,000	1,000	-	-	1,000	-	-	1,000	-	-	1,000	-	-	4,000	2,000
Total		7,260	1,021	189	-	1,021	189	-	1,021	189	-	1,021	189	-	4,840	2,420

FAA4 - Federal Aviation Administration Funds

BICYCLE, PEDESTRIAN AND OTHER IMPROVEMENTS

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

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

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



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Bicycle, Pedestrian and other Improvements	PE	700	-	-	-	700	-	-	-	-	-	-	-	-	700	-
	PE	3,640	-	1,578	-	-	1,000	-	-	-	-	-	-	-	2,578	-
	C	23,922	1,184	4,738	-	600	2,400	-	1,500	6,000	-	1,500	6,000	-	23,922	-
	C	15,000	-	-	-	-	-	-	-	-	-	-	-	-	-	15,000
Pedestrian ADA Accessibility	Program Funding	27,000	4,500	-	-	4,500	-	-	4,500	-	-	4,500	-	-	18,000	9,000
Pedestrian Issue (RPI) and Safe Routes to School (SRTS) Improvements	Program Funding	1,500	500	-	-	500	-	-	500	-	-	-	-	-	1,500	-
Total		71,762	6,184	6,316	-	6,300	3,400	-	6,500	6,000	-	6,000	6,000	-	46,700	24,000

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

CORRIDOR CAPACITY PRESERVATION

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

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

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

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

Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Corridor Capacity Preservation	ROW	6,000	1,000	-	-	1,000	-	-	1,000	-	-	1,000	-	-	4,000	2,000
Total		6,000	1,000	-	-	1,000	-	-	1,000	-	-	1,000	-	-	4,000	2,000

INTERSECTION IMPROVEMENTS

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

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

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

Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Intersection Improvements	C	29,750	750	4,500	-	750	4,500	-	750	4,500	-	750	4,500	-	21,000	8,750
	Program															
	Funding	3,600	-	-	600	-	-	600	-	-	600	-	-	600	2,400	1,200
	Program															
	Funding	54,500	9,250	-	-	9,250	-	-	9,000	-	-	9,000	-	-	36,500	18,000
Total		87,850	10,000	4,500	600	10,000	4,500	600	9,750	4,500	600	9,750	4,500	600	59,900	27,950

Z240 - Surface Transportation Block Grant Program

RAIL CROSSING SAFETY

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

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

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

Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Rail Crossing Safety	C	7,350	-	1,225	-	-	1,225	-	-	1,225	-	-	1,225	-	4,900	2,450
	C	185	19	167	-	-	-	-	-	-	-	-	-	-	185	-
	C	7,000	400	1,600	-	200	800	-	200	800	-	200	800	-	5,000	2,000
	C	27,050	4,550	-	-	4,500	-	-	4,500	-	-	4,500	-	-	18,050	9,000
Statewide Railroad Rideability Program	Utilities	600	100	-	-	100	-	-	100	-	-	100	-	-	400	200
Ranked Project Funding	ROW	2,020	-	-	-	-	-	-	100	-	-	350	-	-	450	1,570
	ROW	2,079	-	-	-	-	-	-	-	400	-	-	1,399	-	1,799	280
	C	4,907	-	-	-	-	-	-	260	-	-	867	-	-	1,127	3,780
	C	24,850	-	-	-	-	-	-	-	260	-	-	3,470	-	3,730	21,120
Total		76,041	5,069	2,992	-	4,800	2,025	-	5,160	2,685	-	6,017	6,893	-	35,641	40,400

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

RECREATIONAL TRAILS

DESCRIPTION: Provides funding for Recreational Trails throughout Delaware.

JUSTIFICATION: Develop recreational trails for transportation and recreation.

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



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Recreational Trails	C	6,793	-	906	226	-	906	226	-	906	226	-	906	226	4,528	2,264
Total		6,793	-	906	226	-	906	226	-	906	226	-	906	226	4,528	2,264

Z940 - Recreational Trails Program (RTP)

SAFETY IMPROVEMENTS

DESCRIPTION: Project includes:

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

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

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

FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 23, 2024

Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29- 30
Hazard Elimination Program	PE	4,080	86	595	-	86	595	-	86	595	-	86	595	-	2,720	1,360
	Other(MGMT)	5,850	98	878	-	98	878	-	98	878	-	98	878	-	3,900	1,950
	C	15,000	199	4,795	-	199	1,795	-	199	1,795	-	199	1,795	-	10,978	3,989
	Program Funding	3,900	650	-	-	650	-	-	650	-	-	650	-	-	2,600	1,300
High Risk Rural Roads Program	C	25	3	23	-	-	-	-	-	-	-	-	-	-	25	-
Highway Safety Improvement Program	PD	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	34,441	2,888	2,950	-	3,206	3,050	-	2,392	2,750	-	1,425	1,575	-	20,235	1,775
	ROW	30,715	2,555	400	-	3,300	4,525	-	2,310	3,175	-	1,900	2,050	-	20,215	4,800
	CE	1,414	37	337	-	-	-	-	-	-	-	-	-	-	374	-
	C	164,412	7,648	2,680	99	5,200	3,800	-	12,900	16,600	-	11,800	29,250	-	89,977	38,100
	Traffic	622	3	27	-	-	-	-	-	-	-	-	-	-	30	-
	Utilities	227	1	9	-	-	-	-	-	-	-	-	-	-	10	-
Contingency	2,237	273	1,460	-	-	-	-	-	-	-	-	-	-	1,734	-	
Section 154 Penalty Transfer (Sanction) Program	C	15,852	-	3,077	-	-	3,139	-	-	2,409	-	-	2,409	-	11,034	4,818
Total		278,794	14,440	17,230	99	12,738	17,781	-	18,634	28,201	-	16,157	38,551	-	163,831	58,092

Z240 Surface Transportation Block Grant (STBG) Program Flex
 ZS30 Highway Safety Improvement Program (HSIP)

SIGNAGE AND PAVEMENT MARKINGS

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

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

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

Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Signage and Pavement Markings	C	5,875	588	2,350	-	588	2,350	-	-	-	-	-	-	-	5,875	-
	C	11,750	-	-	-	-	-	-	-	2,938	-	-	2,938	-	5,875	5,875
	Program Funding	37,399	6,233	-	-	6,233	-	-	6,233	-	-	6,233	-	-	24,933	12,466
Total		55,024	6,821	2,350	-	6,821	2,350	-	6,233	2,938	-	6,233	2,938	-	36,683	18,341

Z240 - Surface Transportation Block Grant Program

SUSTAINABILITY AND ENVIRONMENTAL PROGRAMS

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

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

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

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

Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Carbon Reduction Program	PE	350	-	350	-	-	-	-	-	-	-	-	-	-	350	-
	C	21,197	-	5,400	-	-	5,400	-	-	5,497	-	-	4,900	-	21,197	-
Electric Vehicle Program	C	4,000	4,000	-	-	-	-	-	-	-	-	-	-	-	4,000	-
	Other(MGMT)	13,500	-	3,500	-	-	3,500	-	-	3,500	-	-	3,000	-	13,500	-
Resiliency and Sustainability Program	C	21,400	-	6,100	-	-	6,100	-	-	6,100	-	-	3,100	-	21,400	-
	Program Funding	12,000	6,000	-	-	6,000	-	-	-	-	-	-	-	-	12,000	-
Total		72,447	10,000	15,350	-	6,000	15,000	-	-	15,097	-	-	11,000	-	72,447	-

CRTBD, TBD1

TECHNOLOGY

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

Project includes funds for:

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

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

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

FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 23, 2024

Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Disadvantaged Business Enterprise Supportive Services Program	Other(MGMT)	300	-	45	-	-	45	-	-	45	-	-	45	-	179	89
DMV Modernization Program	IT Development	1,000	250	-	-	750	-	-	-	-	-	-	-	-	1,000	-
Information Technology Initiatives Program	Program Funding	92,000	18,000	-	-	18,000	-	-	14,000	-	-	14,000	-	-	64,000	28,000
On the Job Training / Supportive Services	Other(MGMT)	600	-	100	-	-	100	-	-	100	-	-	100	-	400	200
Summer Transportation Institute Program	Other(MGMT)	330	-	55	-	-	55	-	-	55	-	-	55	-	220	110
	Other(MGMT)	83	14	-	-	14	-	-	14	-	-	14	-	-	55	28
DMV Toll Equipment Upgrade	Program Funding	1,000	500	-	-	500	-	-	-	-	-	-	-	-	1,000	-
Total		95,313	18,764	200	-	19,264	200	-	14,014	200	-	14,014	200	-	66,854	28,427

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

TRAFFIC CALMING PROGRAM

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



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

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

Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Traffic Calming	Program Funding	3,000	500	-	-	500	-	-	500	-	-	500	-	-	2,000	1,000
Total		3,000	500	-	-	500	-	-	500	-	-	500	-	-	2,000	1,000

TRANSPORTATION INFRASTRUCTURE INVESTMENT FUND

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

JUSTIFICATION: Promote economic development.

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

Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Transportation Infrastructure Investment Fund	Program Funding	30,000	5,000	-	-	5,000	-	-	5,000	-	-	5,000	-	-	20,000	10,000
Total		30,000	5,000	-	-	5,000	-	-	5,000	-	-	5,000	-	-	20,000	10,000

TRANSPORTATION ALTERNATIVES PROGRAM

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

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

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

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

Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Transportation Alternatives Program	PE	6,875	325	1,300	-	350	1,400	-	175	700	-	175	700	-	5,125	1,750
	C	21,625	-	4,200	1,050	-	4,300	1,075	-	2,200	550	-	2,200	550	16,125	5,500
	C	1,200	40	160	-	40	160	-	40	160	-	40	160	-	800	400
	C	4,175	600	-	-	575	-	-	750	-	-	750	-	-	2,675	1,500
Total		33,875	965	5,660	1,050	965	5,860	1,075	965	3,060	550	965	3,060	550	24,725	9,150

VARIOUS, 5307

TRANSPORTATION MANAGEMENT IMPROVEMENTS

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

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

TRANSPORTATION MANAGEMENT IMPROVEMENTS (Continued)

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

Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Traffic Signal Revolving Fund Program	Traffic	750	125	-	-	125	-	-	125	-	-	125	-	-	500	250
MUTCD Compliance Program	Traffic	4,000	-	-	-	-	-	-	-	-	-	-	-	-	-	4,000
	Traffic	8,000	-	2,000	-	-	2,000	-	-	2,000	-	-	2,000	-	8,000	-
Rideshare Program / Trip Mitigation	Planning	2,900	-	384	96	-	384	96	-	384	96	-	384	96	1,920	960
	Planning	142	24	-	-	24	-	-	24	-	-	24	-	-	95	47
Transportation Management Improvements	C	9,150	1,830	7,320	-	-	-	-	-	-	-	-	-	-	9,150	-
	C	29,500	-	-	-	-	5,900	-	-	5,900	-	-	5,900	-	17,700	11,800
	C	8,100	1,350	-	-	1,350	-	-	1,350	-	-	1,350	-	-	5,400	2,700
Total		62,542	3,329	9,704	96	1,499	8,284	96	1,499	8,284	96	1,499	8,284	96	42,765	19,757

Z001 - National Highway Performance Program (NHPP)
 Z400 - Congestion Mitigation And Air Quality Improvement Program (CMAQ)
 Z240 - Surface Transportation Block Grant Program

ENGINEERING AND CONTINGENCIES

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

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

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

Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Engineering and Contingency	Program Funding	247,811	50,573	-	-	41,084	-	-	40,984	-	-	40,784	-	-	173,424	74,387
Environmental Improvements	PE	820	-	820	-	-	-	-	-	-	-	-	-	-	820	-
	C	2,300	-	1,000	-	-	1,300	-	-	-	-	-	-	-	2,300	-
	C	90	-	-	-	-	-	-	5	18	-	5	18	-	45	45
	Planning	4,173	946	-	-	646	-	-	646	-	-	646	-	-	2,882	1,291
STIC Incentive Program	Other(MGMT)	750	25	100	-	25	100	-	25	100	-	25	100	-	500	250
Education and Training	Other(MGMT)	1,800	-	300	-	-	300	-	-	300	-	-	300	-	1,200	600
Total		257,744	51,543	2,220	-	41,754	1,700	-	41,659	418	-	41,459	418	-	181,171	76,573

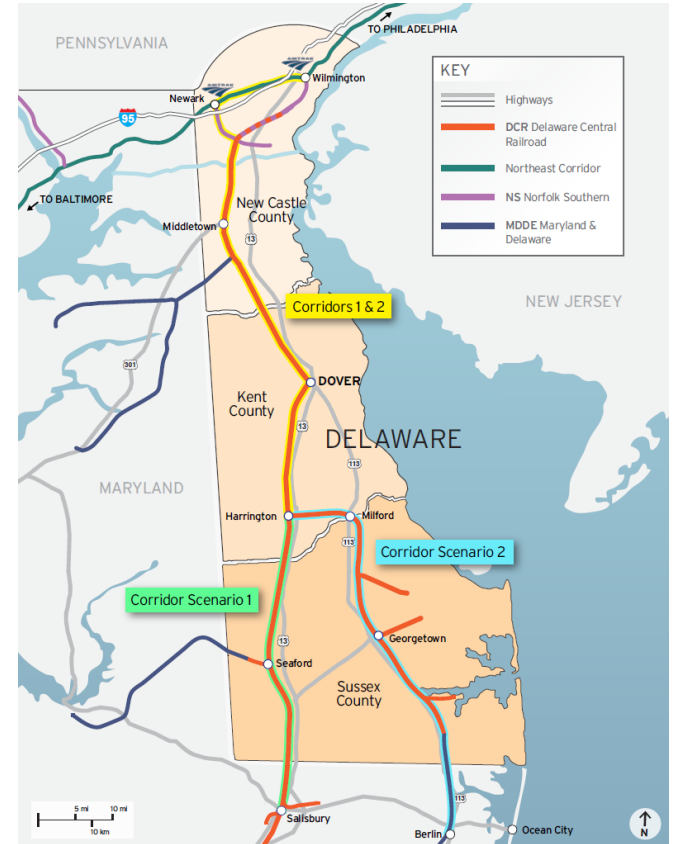
Z240 - Surface Transportation Block Grant Program
 Z37E

DIAMOND STATE RAIL LINE

DESCRIPTION: The project will study the possible re-establishment of passenger rail service in the Delmarva Peninsula over 100 miles of existing tracks. Routes to be considered include service from Wilmington or Newark to Dover and Harrington with a termination site in Berlin, MD, or Salisbury, MD.

JUSTIFICATON: Changing demographics, mobility access needs, business development (current and future), and tourism are part of the justification for studying and reestablishing passenger rail service on the Peninsula.

County: Statewide
Municipality: Wilmington, Newark, Middletown
Funding Program: Transit - Rail
Functional Category: Expansion
Year Initiated: FY 2025



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Diamond State Rail Line Study	PD	500	-	167	-	-	167	-	-	167	-	-	-	-	500	-
Total		500	-	167	-	-	167	-	-	167	-	-	-	-	500	-

PLANNING

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

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

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

Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Federal Land Access Program	C	180	6	24	0	6	24	0	6	24	0	6	24	0	120	60
Local Transportation Assistance Program	Planning	2,220	216	234	0	216	234	0	156	174	0	156	174	0	1,560	660
Metropolitan Planning Organization / FHWA/FTA	Planning	21,418	741	2,962	-	753	3,012	-	697	2,790	-	697	2,790	-	14,443	6,975
Development Coordination Program	Program Funding	18,000	3,000	-	-	3,000	-	-	3,000	-	-	3,000	-	-	12,000	6,000
Planning Program Development	Program Funding	18,000	3,000	-	-	3,000	-	-	3,000	-	-	3,000	-	-	12,000	6,000
Rural Technical Assistance Program	Other(MGMT)	600	-	88	-	-	88	-	-	88	-	-	88	-	351	175
Statewide Planning & Research Program / FHWA/FTA	Planning	28,921	1140	4561	0	1162	4650	0	0	4,352	0	0	4,352	0	20,217	8,704
Truck Weigh Enforcement	Program Funding	3,870	645	-	-	645	-	-	645	-	-	645	-	-	2,580	1,290
University Research Program	Program Funding	1,500	250	-	-	250	-	-	250	-	-	250	-	-	1,000	500
Total		94,529	8,992	7,845	-	9,027	7,984	-	7,748	7,403	-	7,748	7,403	-	64,151	30,304

TBD1 - Funds to be determined
 Z441
 Z450/Z77D Metropolitan Planning Program
 5311
 Z550 State Planning and Research (SPR)
 Z560 Research, Development, and Technology Transfer (RD&T)

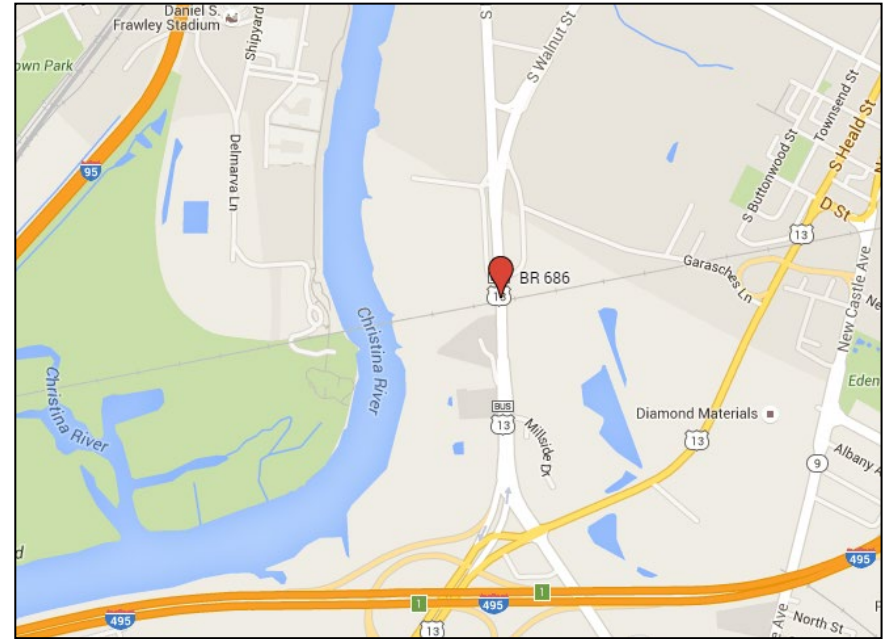
***NEW CASTLE
COUNTY***

BR 686 ON SOUTH WALNUT STREET OVER NORFOLK SOUTHERN RAILROAD

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

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

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



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
BR 1-686 on N029 South Walnut Street	PE	2,455	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	50	-	-	-	-	50	-	-	-	-	-	-	-	50	-
Total		2,505	-	-	-	-	50	-	-	-	-	-	-	-	50	-

Z230 STBG Program - Urbanized Areas With Population Over 200K

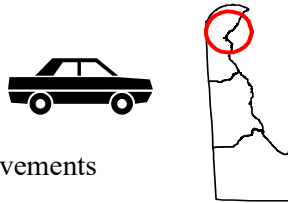
REHABILITATION OF I-95 FROM I-495 TO NORTH OF BRANDYWINE RIVER BRIDGE

DESCRIPTION: This project involves the rehabilitation of BR 1-748, 1-748N, 1-748S and 1-759 and associated ramps that comprise the I-95 viaduct through Wilmington. This work includes cleaning and greasing or replacing bearings, patching concrete spalls in the substructure and superstructure, sealing concrete cracks in the substructure and superstructure, repairing or replacing approach slabs, replacing the existing bridge barrier and approach roadway barrier, spot or zone painting of existing steel girders, replacing joints or strip seals, partial replacement of the concrete decks, and constructing a concrete overlay.

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



County: New Castle
Investment Area: Center
Municipality: Wilmington
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2014 (Previously known as BR 748, I-95 Wilmington Viaduct)



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	PE	19,300	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	20,400	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	159,679	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic	1,495	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	14,487	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Environmental	200	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Rail Road	3,700	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rehabilitation of I-95, Viaduct Substructure Repairs	PE	800	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	12,200	11,700	-	-	-	-	-	-	-	-	-	-	-	11,700	-
	C	18,300	-	8,300	-	-	10,000	-	-	-	-	-	-	-	18,300	-
Rehabilitation of I-95, GARVEE Debt Service	C	278,879	-	18,331	-	-	18,320	-	-	18,308	-	-	18,293	-	73,251	36,430
Total		529,440	11,700	26,631	-	-	28,320	-	-	18,308	-	-	18,293	-	103,251	36,430

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

TRANSIT FACILITIES PRESERVATION, NEW CASTLE COUNTY

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

- Beech St Maintenance Building
- Beech St Facilities Renovation
- DART Parking Lot 4 Paving
- Monroe Street Oil Tanks Upgrade to AST
- Wilmington Operations Center Bus Wash
- Mid County Maintenance Facility Expansion

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

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



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Beech St Maintenance Building	PE	820	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	600	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	10,816	1,863	7,453	-	-	-	-	-	-	-	-	-	-	9,316	-
Wilmington DTC Maintenance Building	PE	4,000	-	1,850	-	-	2,000	-	-	-	-	-	-	-	3,850	-
	ROW	6,000	-	-	-	6,000	-	-	-	-	-	-	-	-	6,000	-
	C	40,000	-	-	-	-	5,000	-	-	20,000	-	-	15,000	-	40,000	-
Mid County Maintenance Facility Expansion	PE	501	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	350	12	48	-	-	-	-	-	-	-	-	-	-	60	-
	C	5,160	858	3,432	-	-	-	-	-	-	-	-	-	-	4,290	-
	Contingency	516	103	413	-	-	-	-	-	-	-	-	-	-	516	-
	Maintenance	18	4	15	-	-	-	-	-	-	-	-	-	-	18	-
Mid-County Driver Training Facility	PE	200	20	80	-	-	-	-	-	-	-	-	-	-	100	-
	C	2,000	400	1,600	-	-	-	-	-	-	-	-	-	-	2,000	-
Total		70,981	3,260	14,890	-	6,000	7,000	-	-	20,000	-	-	15,000	-	66,150	-

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

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT- NCC

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



JUSTIFICATION: Maintain existing transit services.

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



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
(3) Fixed Route Cutaway Buses NCC FY22	PRO	593	119	475	-	-	-	-	-	-	-	-	-	-	593	-
(6) Electric Buses and Charging Infrastructure NCC (80/20)	PRO	3,988	380	1,521	-	-	-	-	-	-	-	-	-	-	1,901	-
Hydrogen Buses (4) and Charging Infrastructure, NCC (85/15)	PRO	2,709	-	-	-	406	2,303	-	-	-	-	-	-	-	2,709	-
Hydrogen Buses (4) and Charging Infrastructure, NCC (90/10)	PRO	4,335	434	3,902	-	-	-	-	-	-	-	-	-	-	4,335	-
Hydrogen Buses (4) and Charging Infrastructure, NCC (80/20)	PRO	4,091	100	400	-	618	2,472	-	-	-	-	-	-	-	3,591	-
(4) 25' Fixed Route Propane Cutaway Buses, NCC, FY24	PRO	1,131	-	1,131	-	-	-	-	-	-	-	-	-	-	1,131	-
(3) 25' Fixed Route Gasoline Cutaway Buses, NCC, FY24	PRO	848	-	848	-	-	-	-	-	-	-	-	-	-	848	-

FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 23, 2024

Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
(1) 45' Fixed Route Bus, NCC, FY25	PRO	870	-	870	-	-	-	-	-	-	-	-	-	-	870	-
(1) 45' Fixed Route Bus NCC FY26	PRO	887	-	-	-	-	887	-	-	-	-	-	-	-	887	-
(7) 29' Low Floor Fixed Route Buses NCC FY27	PRO	4,235	-	-	-	-	-	-	-	4,235	-	-	-	-	4,235	-
(10) 40' Low Floor Buses NCC FY28	PRO	6,175	-	-	-	-	-	-	-	-	-	-	6,175	-	6,175	-
(2) 45' Fixed Route Buses NCC FY29	PRO	1,814	-	-	-	-	-	-	-	-	-	-	-	-	-	1,814
(13) 40' Low Floor Buses NCC FY29	PRO	8,189	-	-	-	-	-	-	-	-	-	-	-	-	-	8,189
(1) 25' Fixed Route Cutaway Bus NCC FY29	PRO	317	-	-	-	-	-	-	-	-	-	-	-	-	-	317
Paratransit Buses NCC Program	PRO	4,152	830	3,322	-	-	-	-	-	-	-	-	-	-	4,152	-
Transit Vehicle Replacement Paratransit Buses NCC Program	PRO	17,024	-	-	-	-	7,682	-	-	3,322	-	-	-	-	11,003	6,021
Total		100,359	1,863	21,418	2,238	1,024	22,294	2,238	-	16,507	2,238	-	15,125	2,238	87,181	38,716

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

CITY OF NEW CASTLE IMPROVEMENTS

DESCRIPTION:

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

Plan recommendations in the TIP include:

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



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

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



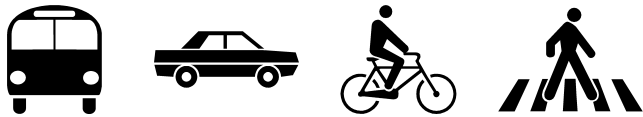
Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
SR 9, River Road Area Improvements, Flood Remediation	PD	138	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	1,380	200	-	-	160	-	-	250	-	-	-	-	-	610	-
	ROW	500	-	-	-	-	-	-	-	-	-	-	-	-	-	500
Total		2,018	200	-	-	160	-	-	250	-	-	-	-	-	610	500

CLAYMONT TRAIN STATION

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

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

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



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25			FY26			FY27			FY28			TOTAL FY 25- 28	TOTAL FY 29- 30
			State	Fed	Other	State	Fed	Other	State	Fed	Other	State	Fed	Other		
Claymont Regional Transportation Center	PE	4,727	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	135	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	4,848	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	53,974	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic	655	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	1,353	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	16,448	250	250	-	-	-	-	-	-	-	-	-	-	500	-
Rail Road	7,905	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Claymont Rail Station Decommissioning	PE	150	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	1,500	300	1,200	-	-	-	-	-	-	-	-	-	-	1,500	-
Total		91,694	550	1,450	-	-	-	-	-	-	-	-	-	-	2,000	-

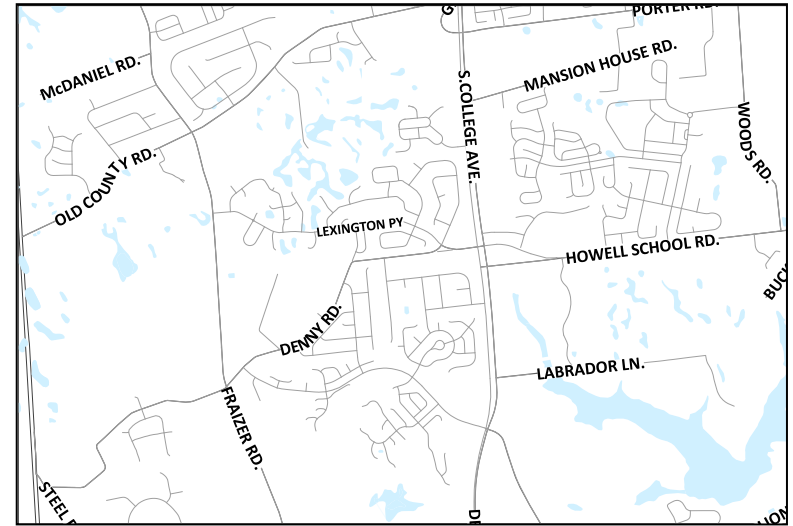
5307 - Urbanized Area Formula Grant Program, 5337 - State of Good Repair, TIGER

DENNY ROAD AND LEXINGTON PARKWAY INTERSECTION

DESCRIPTION: The project will install a roundabout at the current intersection. It will accommodate vehicles, bikes, and pedestrians.

JUSTIFICATION: To provide a safer and more efficient intersection operation.

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

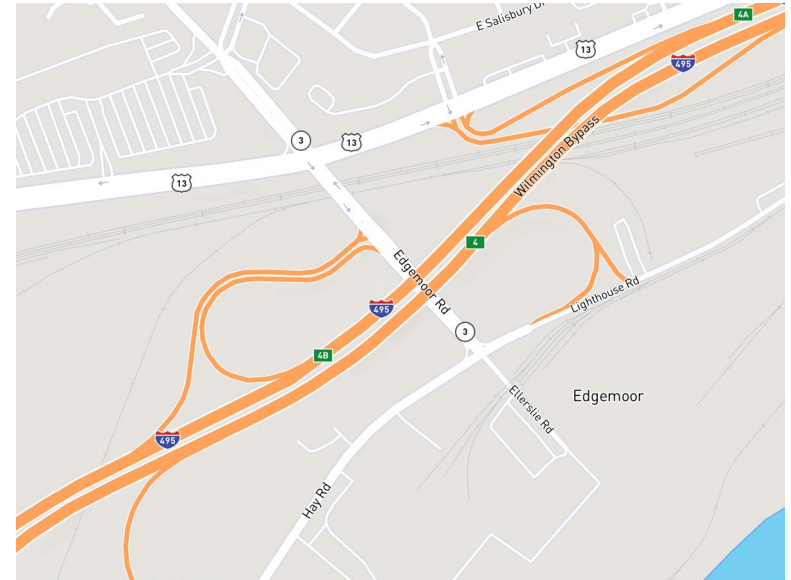


Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Denny Road and Lexington Parkway Intersection Improvements	PE	135	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	167	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	655	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic Contingency	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		103	21	83	-	-	-	-	-	-	-	-	-	-	103	-
Total		1,113	21	83	-	-	-	-	-	-	-	-	-	-	103	-

EDGEMOOR ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS

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

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



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



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Edgemoor Rd Bicycle and Pedestrian Improvements, Governor Printz Blvd to Hay Rd	PE	900	-	-	155	-	-	-	-	-	-	-	-	-	155	-
	ROW	80	-	-	60	-	-	-	-	-	-	-	-	-	60	-
	C	3,000	-	-	1,500	-	-	1,500	-	-	-	-	-	-	3,000	-
Total		3,980	-	-	1,715	-	-	1,500	-	-	-	-	-	-	3,215	-

GARASCHEs LANE AND SOUTH WILMINGTON

DESCRIPTION:

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

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

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



FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 23, 2024

Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Garasches Lane, Wilmington	PD	624	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	974	46	184	-	-	-	-	-	-	-	-	-	-	230	-
Shared Use Path, S. Church St to S. Walnut St, Wilmington	ROW	100	100	-	-	-	-	-	-	-	-	-	-	-	100	-
	C	2,503	-	-	-	250	1,001	-	250	1,001	-	-	-	-	2,503	-
Southbridge Local Street Network	PE	1,100	400	-	-	300	-	-	300	-	-	100	-	-	1,100	-
	ROW	100	-	-	-	-	-	-	-	-	-	100	-	-	100	-
	C	5,000	-	-	-	-	-	-	-	-	-	-	-	-	-	5,000
South Wilmington Infrastructure Improvements	Program Funding	20,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Program Funding	40,000	-	-	10,000	-	-	-	-	-	-	-	-	-	10,000	-
Total		70,401	546	184	10,000	550	1,001	-	550	1,001	-	200	-	-	14,032	5,000

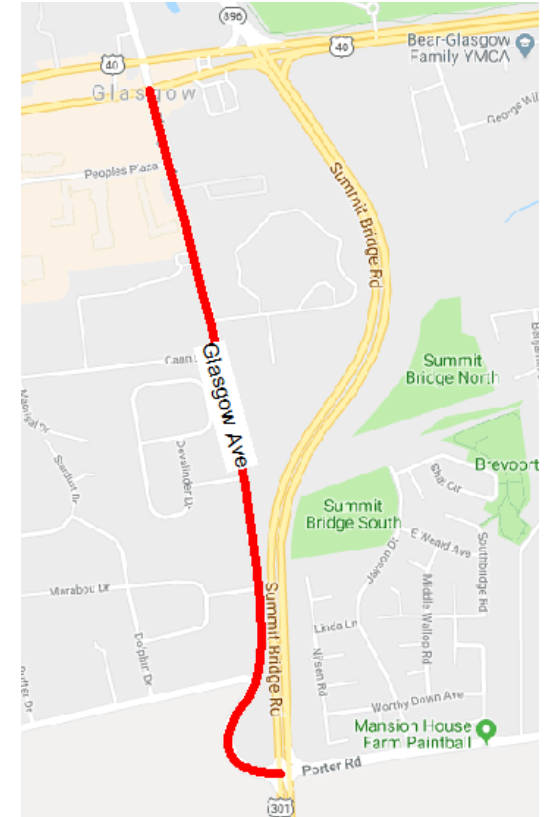
Z230 - Surface Transportation Block Grant Program - FAST

GLASGOW AVENUE: SR 896 - US 40

DESCRIPTION: The Glasgow Ave. project will implement a Main St. concept by reducing travel lane width, modifying shoulders, adding turn lanes and transit amenities, providing bicycle and pedestrian accommodation of both side. Safety improvements at Old Country Rd. and Paxson Ln will also be included.

JUSTIFICATION: Implements the 2017 Glasgow Avenue Study. With added development activity planned, this roadway will continue to face mobility and safety challenges.

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



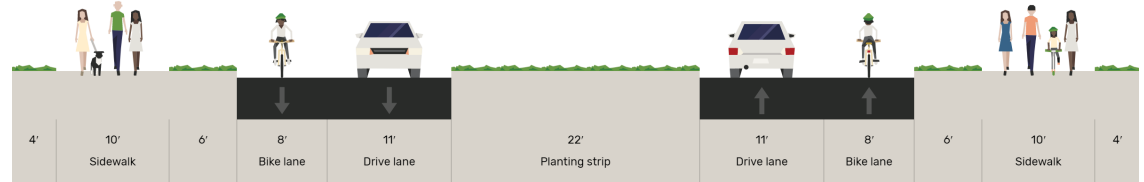
Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Glasgow Avenue, SR 896 to US 40	PE	1,200	263	-	-	200	-	-	100	-	-	100	-	-	663	-
	ROW	1,500	-	-	-	-	-	-	-	750	-	-	750	-	1,500	-
	C	6,000	-	-	-	-	-	-	-	-	-	-	-	-	-	6,000
Total		8,700	263	-	-	200	-	-	100	750	-	100	750	-	2,163	6,000

Z230 STBG Program - Urbanized Areas With Population Over 200K

GOVERNOR PRINTZ: PHILADELPHIA PIKE-EAST 35TH STREET

DESCRIPTION: Lane width reduction northbound and southbound, reduce pavement section to provide 11' lanes in each direction. Buffered multi-use paths and sidewalks to be added in both directions. Implement Complete Streets Policy; provide transit, biking, and pedestrian amenities, where appropriate.

JUSTIFICATION: Provide speed reduction for motor vehicles. Enhance Bike/Pedestrian amenities. Support Monitoring Committee established by WILMAPCO in FY23 UPWP.



County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road Management
Functional Category:
Year Initiated: FY 2025



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Governor Printz Boulevard Road Diet between US 13 at Philadelphia Pike and East 35th St.	PD	1,000	-	-	-	-	-	-	-	-	-	500	-	-	500	500
Total		1,000	-	-	-	-	-	-	-	-	-	500	-	-	500	500

HIGHWAY SAFETY IMPROVEMENT PROGRAM, NEW CASTLE COUNTY

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

HEP NCC, SR 4 at SR62/Boxwood Road/Middleboro Road - Improve safety and traffic flow by adding protected turn lanes and maintaining two lanes for through traffic.

SR 141 at Amstel Dr/Roosevelt Ave

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

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

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

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

HSIP NCC, Otts Chapel Road and Welsh Track Road Intersection Improvements - Based on a traffic operational analysis performed by TMC, inefficiencies were identified. Adding turn lanes, (sidewalks only if already in area) to improve operations and reduce delay at the intersection. Bike amenities in accordance with CS policy.

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

HSIP NCC, SR4 and Churchmans Rd Intersection Improvement

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

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

SR41 & Graves

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

SR41 & Old Lancaster Pike

JUSTIFICATION: Improve safety at high accident locations.

County: New Castle

Investment Area:

Municipality:

Funding Program: Road System – Arterials

Functional Category: Management

Year Initiated: FY 1993



HIGHWAY SAFETY IMPROVEMENT PROGRAM (CONTINUED)

Project Details for information only. Funding information is grouped in Statewide:

Project Title	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other
HEP NCC, SR 4 at SR62/Boxwood Road/Middleboro Road	PE	910,000	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	400,000	350	-	-	-	-	-	-	-	-	-	-	-
	C	6,000,000	-	-	-	200	1,800	-	400	3,600	-	-	-	-
		7,310,000	350	-	-	200	1,800	-	400	3,600	-	-	-	-
HEP NCC, SR 4 at SR 72	PE	1,500,000	-	400	-	-	400	-	-	200	-	-	-	-
	ROW	500,000	-	-	-	-	250	-	-	250	-	-	-	-
	C	5,000,000	-	-	-	-	-	-	-	1,500	-	-	3,500	-
		7,000,000	-	400	-	-	650	-	-	1,950	-	-	3,500	-
HSIP NCC, Otts Chapel Road and Welsh Track Road Intersection Improvements	PE	60,000	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	150,000	150	-	-	-	-	-	-	-	-	-	-	-
	C	1,000,000	-	-	-	1,000	-	-	-	-	-	-	-	-
		1,210,000	150	-	-	1,000	-	-	-	-	-	-	-	-
HSIP NCC, SR 2 (Kirkwood Hwy) and Harmony Rd Intersection Improvements	PE	500,000	-	250	-	-	-	-	-	-	-	-	-	-
	ROW	600,000	-	-	-	-	600	-	-	-	-	-	-	-
	C	10,000,000	-	-	-	-	-	-	-	1,800	-	-	5,000	-
		11,100,000	-	250	-	-	600	-	-	1,800	-	-	5,000	-
HSIP NCC, SR4 and Churchmans Rd Intersection Improvement	PE	500,000	-	250	-	-	-	-	-	-	-	-	-	-
	ROW	300,000	-	-	-	-	300	-	-	-	-	-	-	-
	C	3,000,000	-	-	-	-	-	-	-	1,500	-	-	1,500	-
		3,800,000	-	250	-	-	300	-	-	1,500	-	-	1,500	-
Marsh Road and Baynard Blvd	PE	300,000	100	-	-	50	-	-	50	-	-	-	-	-
	ROW	50,000	-	-	-	-	-	-	50	-	-	-	-	-
	C	2,500,000	-	-	-	-	-	-	-	-	-	1,000	-	-
		2,850,000	100	-	-	50	-	-	100	-	-	1,000	-	-
Salem Church Road and Reybold Road Intersection Improvements	PE	210,000	100	-	-	85	-	-	-	-	-	-	-	-
	ROW	200,000	-	-	-	200	-	-	-	-	-	-	-	-
	C	1,500,000	-	-	-	-	-	-	750	-	-	750	-	-
		1,910,000	100	-	-	285	-	-	750	-	-	750	-	-
SR 48 & SR 41 Intersection Safety Improvements	PE	2,339,933	742	-	-	736	-	-	400	-	-	-	-	-
	ROW	110,000	-	-	-	-	-	-	110	-	-	-	-	-
	C	7,500,000	-	-	-	-	-	-	3,750	-	-	3,750	-	-

FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 23, 2024

Project Title	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other
		9,949,933	742	-	-	736	-	-	4,260	-	-	3,750	-	-
SR41 & Graves Road	PE	75,000	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	150,000	-	-	-	-	-	-	-	-	-	-	-	-
	C	650,000	650	-	-	-	-	-	-	-	-	-	-	-
		875,000	650	-	-	-	-	-	-	-	-	-	-	-
SR41 & Loveville	PE	75,000	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	150,000	150	-	-	-	-	-	-	-	-	-	-	-
	C	1,000,000	1,000	-	-	-	-	-	-	-	-	-	-	-
		1,225,000	1,150	-	-	-	-	-	-	-	-	-	-	-
SR41 & Old Lancaster Pike	PE	75,000	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	55,000	55	-	-	-	-	-	-	-	-	-	-	-
	C	1,000,000	1,000	-	-	-	-	-	-	-	-	-	-	-
		1,130,000	1,055	-	-	-	-	-	-	-	-	-	-	-
SR48 Barley Mill to Court Drive	PE	300,000	-	-	-	100	-	-	100	-	-	100	-	-
	ROW	500,000	-	-	-	-	-	-	-	-	-	250	-	-
	C	1,250,000	-	-	-	-	-	-	-	-	-	-	-	-
		2,050,000	-	-	-	100	-	-	100	-	-	350	-	-
SR273 between Harmony and Brownleaf	PE	500,000	-	-	-	200	-	-	200	-	-	100	-	-
	ROW	1,000,000	-	-	-	-	-	-	-	-	-	500	-	-
	C	1,600,000	-	-	-	-	-	-	-	-	-	-	-	-
		3,100,000	-	-	-	200	-	-	200	-	-	600	-	-
SR273 between Prangs Lane and Rambleton Drive	PE	200,000	100	-	-	100	-	-	-	-	-	-	-	-
	ROW	250,000	-	-	-	-	-	-	250	-	-	-	-	-
	C	600,000	-	-	-	-	-	-	-	-	-	300	-	-
		1,050,000	100	-	-	100	-	-	250	-	-	300	-	-
US40 Sidepaths	PE	300,000	-	-	-	100	-	-	100	-	-	100	-	-
	ROW	100,000	-	-	-	-	-	-	-	-	-	100	-	-
	C	1,250,000	-	-	-	-	-	-	-	-	-	-	-	-
		1,650,000	-	-	-	100	-	-	100	-	-	200	-	-
US202 @ SR92 to Whitby	PE	2,000,000	-	-	-	-	750	-	-	750	-	-	500	-
	ROW	1,500,000	-	-	-	-	-	-	-	-	-	-	750	-
	C	5,500,000	-	-	-	-	-	-	-	-	-	-	-	-
		9,000,000	-	-	-	-	750	-	-	750	-	-	1,250	-
HEP Site S - SR273 @ SR7	PE	200,000	-	-	-	-	-	-	-	-	-	100	-	-

FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 23, 2024

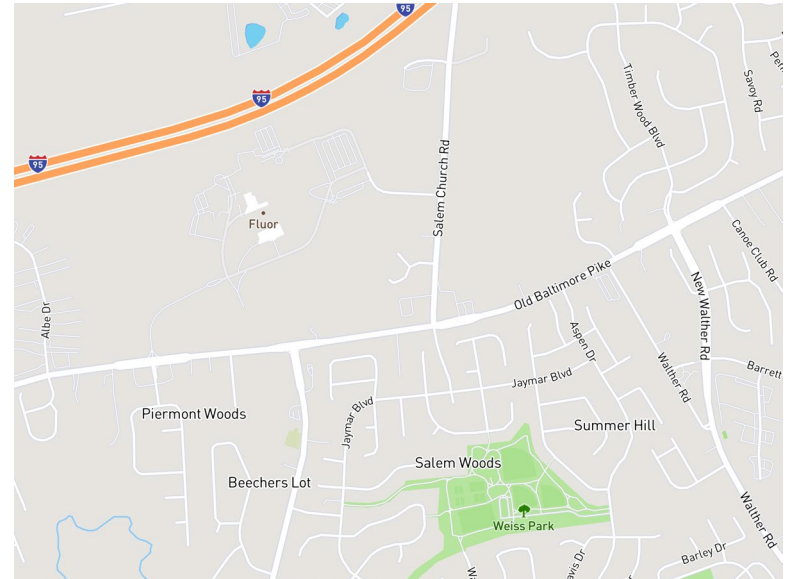
Project Title	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other
	ROW	50,000	-	-	-	-	-	-	-	-	-	-	-	-
	C	1,000,000	-	-	-	-	-	-	-	-	-	-	-	-
		1,250,000	-	-	-	-	-	-	-	-	-	100	-	-
Milltown and Duncan Intersection	PE	600,000	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	500,000	-	-	-	-	-	-	-	-	-	-	-	-
	C	3,500,000	-	-	-	-	-	-	-	-	-	-	-	-
		4,600,000	-	-	-	-	-	-	-	-	-	-	-	-
SR141, SR273 to SR37 Peds	PE	400,000	-	-	-	-	-	-	-	-	-	200	-	-
	ROW	250,000	-	-	-	-	-	-	-	-	-	-	-	-
	C	3,000,000	-	-	-	-	-	-	-	-	-	-	-	-
		3,650,000	-	-	-	-	-	-	-	-	-	200	-	-
		74,709,933	4,397	900	-	2,771	4,100	-	6,160	9,600	-	7,250	11,250	-

OLD BALTIMORE PIKE AND SALEM CHURCH ROAD

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

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

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



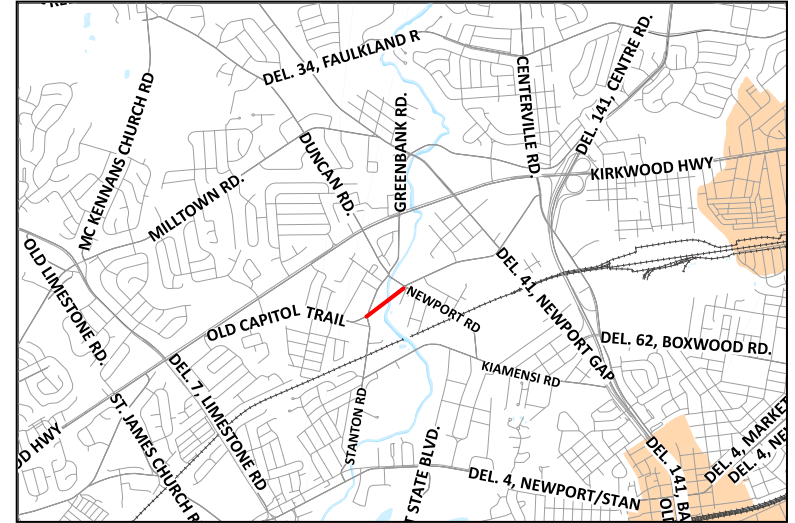
Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
HSIP NCC, Old Baltimore Pike and Salem Church Road	PE	142	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	800	-	-	-	-	200	-	-	400	-	-	200	-	800	-
	ROW	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		948	-	-	-	-	200	-	-	400	-	-	200	-	800	-

Z230 STBG Program - Urbanized Areas With Population Over 200K

OLD CAPITOL TRAIL, NEWPORT ROAD TO STANTON ROAD

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

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



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



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Old Capitol Trail, Newport Road to Stanton Road	PE	2,262	966	-	-	12	-	-	-	-	-	-	-	-	978	-
	ROW	1,200	-	1,200	-	-	-	-	-	-	-	-	-	-	1,200	-
	C	10,000	-	3,500	-	-	4,000	-	-	2,500	-	-	-	-	10,000	-
Total		13,462	966	4,700	-	12	4,000	-	-	2,500	-	-	-	-	12,178	-

Z400 Congestion Mitigation & Air Quality Improvement (CMAQ)
 Z003 Projects to Reduce PM 2.5 Emissions

PORT AREA TRUCK PARKING FACILITY

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

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



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

Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Port Area Truck Parking Facility Near Wilmington	PE	863	-	-	-	-	-	-	431	-	-	431	-	-	863	-
Total		863	-	-	-	-	-	-	431	-	-	431	-	-	863	-

POSSUM PARK RD AND OLD POSSUM PARK RD INTERSECTION

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

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

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



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Possum Park Road and Old Possum Park Road Intersection Improvements	PE	482	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	100	100	-	-	-	-	-	-	-	-	-	-	-	100	-
	C	3,500	1,500	-	-	2,000	-	-	-	-	-	-	-	-	3,500	-
Total		4,082	1,600	-	-	2,000	-	-	-	-	-	-	-	-	3,600	-

SOUTHERN NEW CASTLE COUNTY IMPROVEMENTS

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



- SR 896 and Bethel Church Rd Interchange - The purpose of this project is to improve the safety and operation of the intersection SR896 and Bethel Church Road.
- N15, Boyds Corner Road, Cedar Lane Road to US 13 - This project will improve Boyds Corner Road to four 12-foot lanes with 10-foot shoulders and a 20-foot median, using a combination of open and closed drainage system, and building a 10-foot multi-use path on each side of the roadway.
- N412, Lorewood Grove Road, Rd 412A to SR 1 - This project will improve Lorewood Grove Road to two 12-foot lanes with 8-foot shoulders, open ditch drainage system, and a 10-foot multi-use path on one side of the roadway, from Road 412A to SR 1.
- N427, Cedar Lane Road, Marl Pit Road, to Boyds Corner Road - This project will improve Cedar Lane Road to two 12-foot lanes with 8-foot shoulders, open ditch drainage system, 10-foot multi-use path on west side of the roadway, replacement of Bridge 1-401 and Bridge 1-402, and the construction of a roundabout at the intersection of Cedar Lane Road and Marl Pit Road.

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



SOUTHERN NEW CASTLE COUNTY IMPROVEMENTS (Continued)

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



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
N15, Boyds Corner Road, Cedar Lane Road to US 13	PE	4,600	300	-	-	205	-	-	250	-	-	-	-	-	755	-
	ROW	2,800	-	2,800	-	-	-	-	-	-	-	-	-	-	2,800	-
	C	18,000	-	-	-	-	-	-	-	-	-	-	2,000	-	2,000	16,000
	Utilities	121	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N412, Lorewood Grove Road, Jamison Corner Rd to SR 1	PE	686	200	-	-	330	-	-	-	-	-	-	-	-	530	-
	ROW	3,000	500	-	-	2,487	-	-	-	-	-	-	-	-	2,987	-
	C	7,500	-	-	-	-	-	-	-	4,000	-	-	3,500	-	7,500	-
N427, Cedar Lane Road, Marl Pit Road, to Boyds Corner Road	PE	1,248	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SR 896 and Bethel Church Rd Interchange	PE	5,000	-	2,484	-	-	1,500	-	-	-	-	-	-	-	3,984	-
	ROW	2,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bunker Hill Road at Sand Hill Drive/Merrimac Avenue Intersection Improvements	PE	500	-	-	-	-	-	-	-	-	-	-	-	500	500	-
St. Annes Church Road at SR 71 Intersection Improvements	PE	1,000	-	-	-	-	-	-	-	-	-	-	-	500	500	500
Total		46,454	1,000	5,284	-	3,022	1,500	-	250	4,000	-	-	5,500	1,000	21,556	16,500

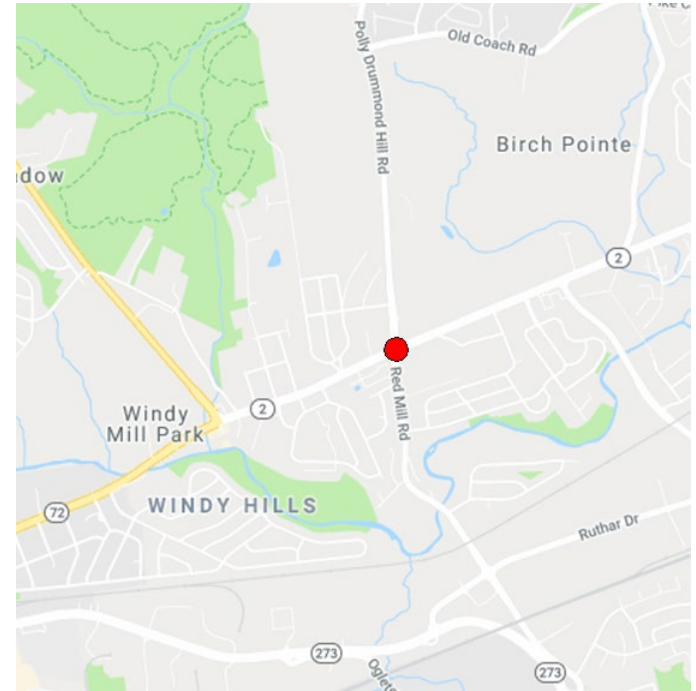
Z230 STBG Program - Urbanized Areas With Population Over 200K
 Z232 STBG Program - Areas with Population 5K and Under
 Z001 National Highway Performance Program (NHPP)

SR 2 AND RED MILL ROAD

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

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

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



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
SR 2 / Red Mill Road Intersection Improvements	PE	1,350	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	1,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	986	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	4,185	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic	395	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	200	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	462	-	462	-	-	-	-	-	-	-	-	-	-	462	-
Total		8,578	-	462	-	-	-	-	-	-	-	-	-	-	462	-

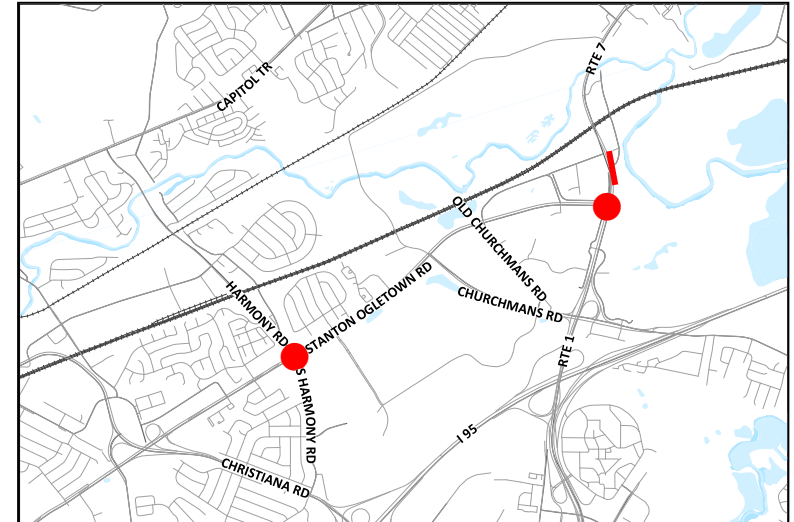
CHURCHMANS CROSSING INTERSECTIONS

DESCRIPTION:

SR4, Harmony Road Intersection Improvements: Improvements include adding turn lanes and geometric improvements; and pedestrian, bicycle, and transit improvements.

SR4, Ogletown Stanton Roads/SR7, Christiana Stanton Phase I, Stanton Split: This project will address capacity issues at the SR4/SR7 Stanton Split intersection by adding turn lanes and other geometric improvements. The project will also include pedestrian and transit facility improvements.

JUSTIFICATION: Implements the Churchman's Crossing Study Recommendations, dated April 1, 1997. Churchmans Crossing continues to experience growth, especially non-residential land uses. The area also experiences congestion. Roadways, and facilities for pedestrians, bicyclists, and transit riders, continue to need to be addressed to support a range of transportation choices.



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

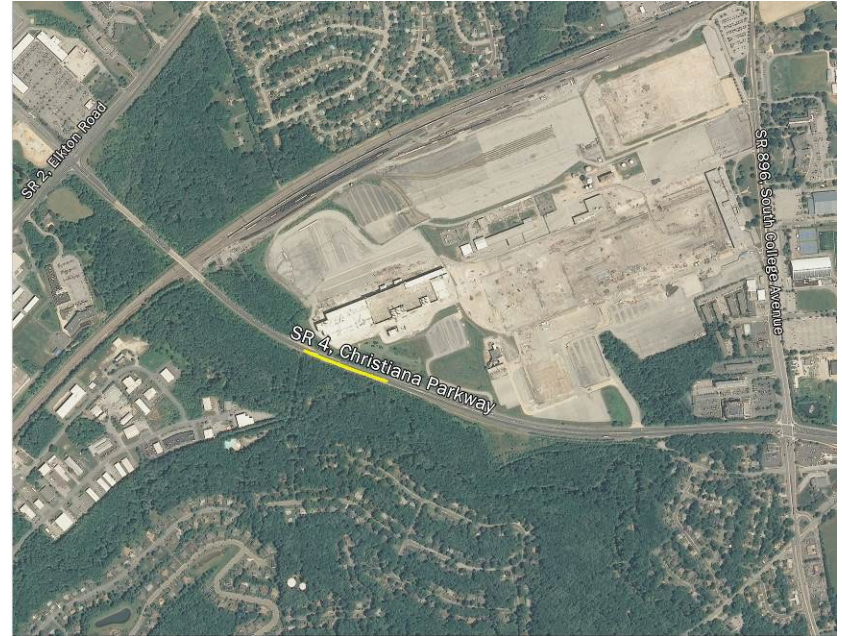


Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
SR4, Harmony Road Intersection Improvements	PE	1,550	300	-	-	350	-	-	-	-	-	-	-	-	650	-
	ROW	1,500	-	1,000	-	-	500	-	-	-	-	-	-	-	1,500	-
SR4, Ogletown Stanton Road/SR 7, Christina Stanton Road Phase I, Stanton Split	PD	547	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	2,500	500	-	-	500	-	-	200	-	-	-	-	-	1,200	-
	ROW	800	-	450	-	-	350	-	-	-	-	-	-	-	800	-
Total		6,897	800	1,450	-	850	850	-	200	-	-	-	-	-	4,150	-

Z001 - National Highway Performance Program (NHPP)
 Z230 STBG Program - Urbanized Areas With Population Over 200K

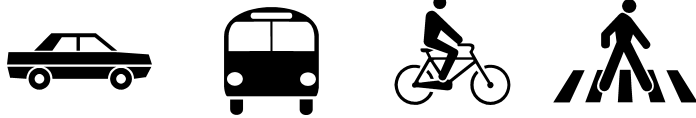
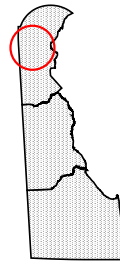
SR 4, CHRISTINA PARKWAY FROM SR 2 TO SR 896

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



JUSTIFICATION: This project will improve safety in the area.

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



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, South College Avenue, Newark	PD	196	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	3,550	74	295	-	11	45	-	-	-	-	-	-	-	425	-
	ROW	300	-	300	-	-	-	-	-	-	-	-	-	-	300	-
Total		4,046	74	595	-	11	45	-	-	-	-	-	-	-	725	-

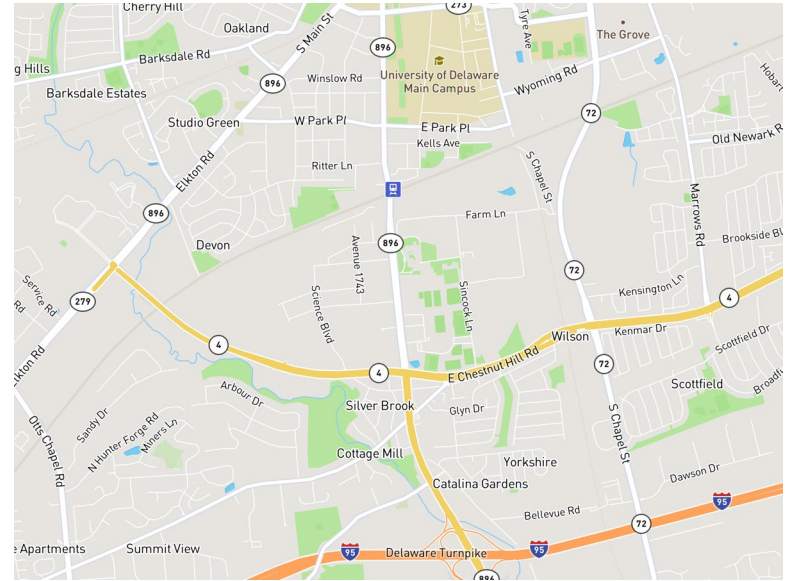
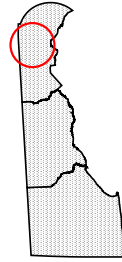
Z460 National Highway Freight Program (NHFP)
M0E1 National Highway Performance Program
Z001 - National Highway Performance Program (NHPP)

SR 896, SOUTH COLLEGE AVE GATEWAY

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

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

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

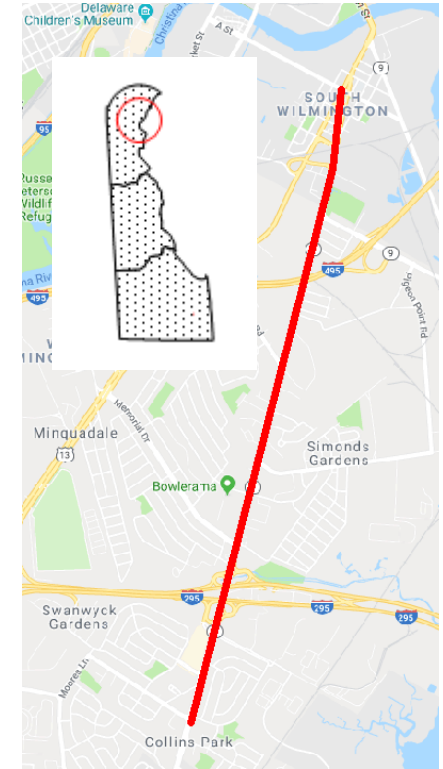


Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
S. College Ave. Gateway	PE	900	300	-	-	41	-	-	-	-	-	-	-	-	341	-
	ROW	600	-	-	-	-	-	-	-	-	-	-	-	-	-	600
	C	7,000	-	-	-	-	-	-	-	-	-	-	-	-	-	3,500
Total		8,500	300	-	-	41	-	-	-	-	-	-	-	-	341	4,100

Z230 STBG Program - Urbanized Areas With Population Over 200K

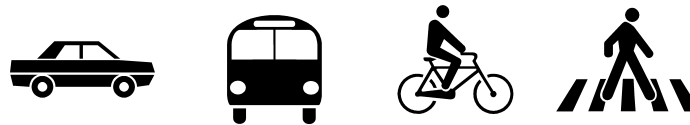
SR 9, NEW CASTLE AVE, LANDERS LANE TO A STREET

DESCRIPTION: This project will help implement the key projects recommended in the *Route 9 Corridor Transportation and Land Use Master Plan*. Major proposed work includes placing both Route 9 and Memorial Drive on road diets, with saved lane space used to improve pedestrian and bicycle and bus facilities and provide extra green space. Some intersections will be rebuilt to enhance safety and maintain vehicular traffic flow. Proposals include the construction of roundabouts at Terminal Avenue, Memorial Drive, and Cherry Lane, and the reconstruction of Rogers Road/SR 9 intersection and the Stamm Boulevard/SR 9 intersections. A center-lane multiuse pathway is proposed for Route 9 as it passes overtop the I-295 Expressway, to be accessed by the two proposed roundabouts at Memorial Drive and Cherry Lane. Meanwhile, an internal pedestrian/bicycle path system is proposed to knit together the now largely disconnected suburban neighborhoods along the corridor. Other efforts involve better managing truck traffic in the corridor via the provision of an overnight parking facility at the Port of Wilmington and more comprehensive truck signage to discourage illegal truck movements. Further initial study is needed for some proposals in the Master Plan. These include the recommended future extensions of Garasches Lane to Terminal Avenue, Pigeon Point Road to south of I-295, and the road diet preferred for the stretch of Route 9 around Stamm Boulevard.



JUSTIFICATION: This project will work to reduce vehicle crashes, the severity of crashes, make it easier and safer to cross Route 9 and Memorial Drive on foot or bicycle, better connect existing and planned neighborhoods and amenities, and support the freer movement of freight while, simultaneously, properly spacing it from residential uses.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Arterials
Functional Category: Management
Year Initiated: FY 2019



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
SR9, New Castle Ave, Landers Lane to A Street	PE	7,500	300	1,200	-	300	1,200	-	200	800	-	200	800	-	5,000	970
	ROW	1,500	-	200	-	-	650	-	-	650	-	-	-	-	1,500	-
	C	15,000	-	-	-	-	-	-	-	1,000	-	-	14,000	-	15,000	-
Connecting Route 9 Corridor Communities	Planning	700	60	540	-	-	-	-	-	-	-	-	-	-	600	-
Total		24,700	360	1,940	-	300	1,850	-	200	2,450	-	200	14,800	-	22,100	970

Z230 STBG Program - Urbanized Areas With Population Over 200K
 Z400 Congestion Mitigation & Air Quality Improvement
 NEW CASTLE COUNTY – SYSTEM MANAGEMENT

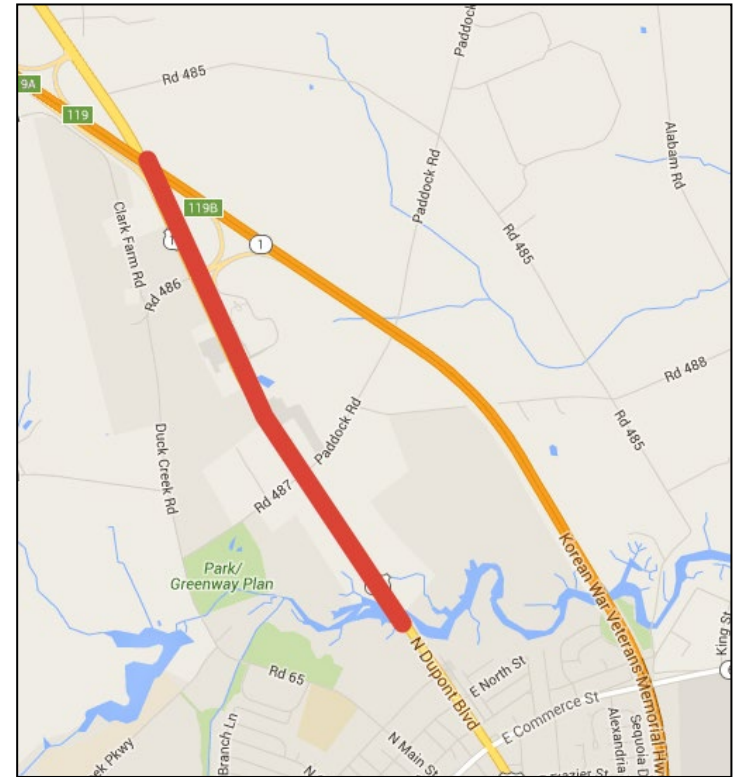
(CMAQ)

US 13: DUCK CREEK TO SR 1

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

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

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



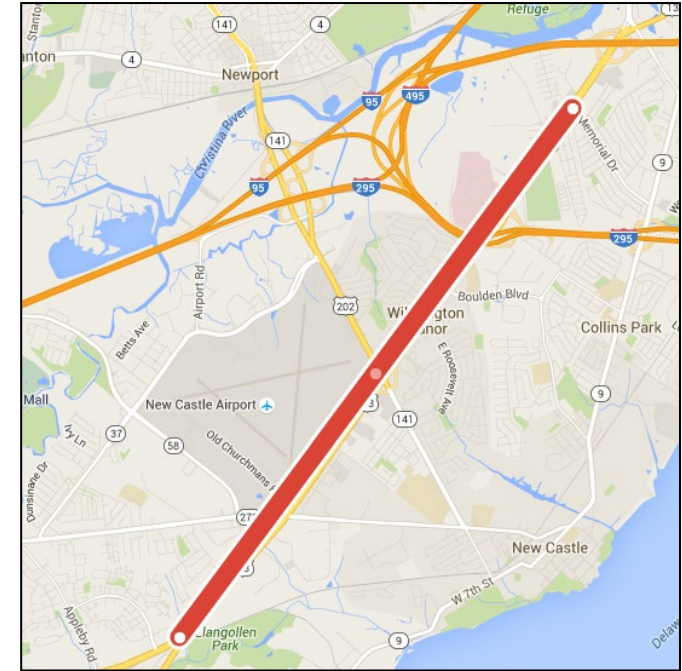
Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
US13, Duck Creek to SR1	PE	1,000	250	-	-	255	-	-	250	-	-	-	-	-	755	-
	ROW	750	-	-	-	-	-	-	-	-	-	-	-	-	-	750
	C	6,300	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		8,050	250	-	-	255	-	-	250	-	-	-	-	-	755	750

US 13: US 40 – MEMORIAL DRIVE PEDESTRIAN IMPROVEMENTS

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

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

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



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
US13, US40 to Memorial Drive Pedestrian Improvements	PE	5,363	58	212	-	-	-	-	-	-	-	-	-	-	270	-
	C	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Rail Road	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-
US13 Median Lighting - Llangollen Blvd to I-495	Traffic	864	-	-	-	-	-	-	-	-	-	-	-	-	-	-
US13 Median Treatments - US40 to I-495	CE	1,515	-	436	-	-	-	-	-	-	-	-	-	-	436	-
	C	6,375	-	2,600	-	-	-	-	-	-	-	-	-	-	2,600	-
	Traffic	194	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	644	-	644	-	-	-	-	-	-	-	-	-	-	644	-
US13 Paving and Pedestrian Improvements - Llangollen Blvd to Bacon/Boulden Blvd	ROW	950	-	-	-	-	-	-	-	-	-	-	-	-	-	-
US 13 Southbound BBRT Lane	C	26,000	-	6,000	-	-	8,000	-	-	9,000	-	-	3,000	-	26,000	-
	PE	300	-	30	-	-	-	-	-	-	-	-	-	-	30	-
Total	C	1,950	-	970	-	-	-	-	-	-	-	-	-	-	970	-
		44,193	58	10,892	-	-	8,000	-	-	9,000	-	-	3,000	-	30,950	-

Z001, AC Z001 - National Highway Performance Program (NHPP)
 Z003 - Projects to Reduce PM 2.5 Emissions
 Z230 STBG Program - Urbanized Areas With Population Over 200K
 5307W

US 13: I-495 TO PA LINE

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

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

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



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
US13: I-495 to PA Line	PE	600	300	-	-	300	-	-	-	-	-	-	-	-	600	-
Total		600	300	-	-	300	-	-	-	-	-	-	-	-	600	-

US 40: MARYLAND LINE TO US 13, CORRIDOR IMPROVEMENTS

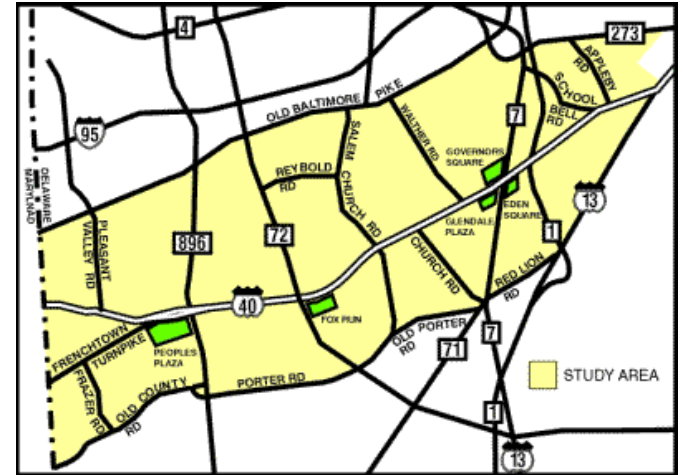
DESCRIPTION: This project implements the recommendations of the Route 40 Steering Committee, a public group that has recommended transportation improvements for the next twenty years, to address planned growth and enhance the quality of life in the Route 40 Corridor. The Committee’s recommendations are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

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

US 40 and SR 896 Grade Separated Intersection- The purpose of this project is to improve safety and operations along the US40 corridor. The project will convert the US40/SR896 intersection from an at-grade intersection to a grade-separated intersection. The preferred alternative includes a partial loop interchange along with associated improvements to drainage, bike, and pedestrian facilities. A new traffic signal is proposed at terminus of the northbound SR 896 ramps at US40

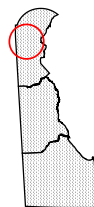
US 40 and SR7 Intersection Improvements - The project will install signalized pedestrian crossings across the north and south legs of the US 40 at SR 7 intersection and sidewalk connections near the intersection. Currently, no pedestrian accommodations are provided at the US 40 at SR 7 intersection and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

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



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

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



FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 23, 2024

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

Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
US 40 & SR 896 Improvements	PE	9,300	146	583	-	150	600	-	20	80	-	-	-	-	1,579	-
	ROW	2,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	62,500	-	-	-	-	-	-	-	-	-	-	-	-	-	30,000
US 40, Salem Church Road to Walther Road	PE	2,849	5	20	-	-	-	-	-	-	-	-	-	-	25	-
	ROW	2,000	750	-	-	-	-	-	-	-	-	-	-	-	750	-
	C	27,000	-	5,000	-	-	5,500	-	-	8,500	-	-	7,500	-	26,500	-
US 40 (Pulaski Hwy) and SR 7 (Bear Christiana Rd) Intersection Improvements	PE	5,000	-	1,100	-	-	1,100	-	-	1,000	-	-	400	-	3,600	300
US 40 between US 13 and MD Line Multimodal Improvements	PD	1,000	-	-	-	-	-	-	500	-	-	500	-	-	1,000	-
Total		111,649	901	6,703	-	150	7,200	-	520	9,580	-	500	7,900	-	33,454	30,300

US 40 and SR7 Intersection Improvements - M0E1,Z001 - National Highway Performance Program (NHPP)

US 40 & SR 896 Grade Separated Intersection - Z001 - National Highway Performance Program (NHPP)

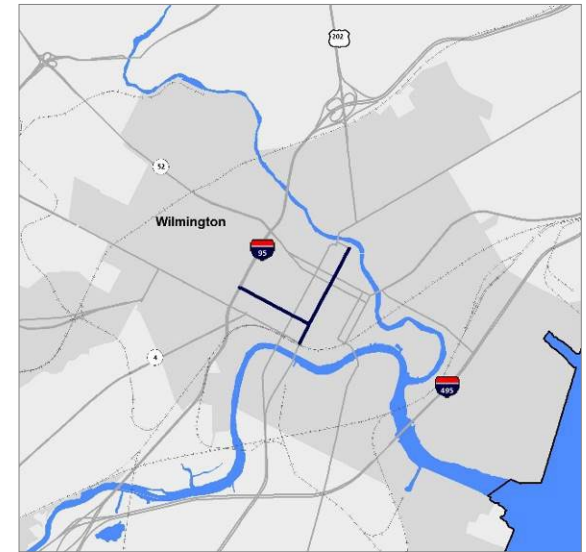
US 40 / SR 72 Intersection Improvements - Z001 - National Highway Performance Program (NHPP)

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

WILMINGTON INITIATIVES

DESCRIPTION:

- **East 7th Street** - Improvements to 7th street (including road raising and roundabout implementation), storm water management improvement, Riverwalk extension, and peninsula buffer improvements. Vital roadway improvements to allow safe transportation to and from businesses along 7th street, as well as improvements to bike and pedestrian facilities to allow safe access to the peninsula. (WILMAPCO East 7th Street Peninsula Study)
- **Maryland Ave. and Monroe St. (Maryland Ave./Monroe St./MLK Area)** -- Improve efficiency of the intersection at Maryland Avenue, Monroe Street, and MLK Street, including multi-modal improvements and a road diet (Maryland Avenue). Ease congestion and improve flow of traffic.
- **12th Street Connector** - Create a connection from 12th Street and North East Boulevard to 16th street bridge while simultaneously restoring the street grid. Provide neighborhood access to the new street and the Brandywine riverfront with the potential for economic development in the neighborhood.
- **4th Street, Walnut Street to Adams Street**--4th Street is an important vehicular and transit route. The goal is to improve pedestrian safety of the four-lane roadway and create a transit-friendly environment by constructing bus shelters, improving striping and crosswalk locations, and re-constructing sidewalks. This project was identified as part of the Wilmington Initiatives, which will improve the multi-modal environment between city neighborhoods and employment centers; create a safer vehicular and pedestrian environment; and improve the visual appearance of the streets.
- **Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 10th Street**--Improve the transit rider's experience, thereby increasing usage. Installing state-of-the art bus shelters, making sidewalk and crosswalk improvements and providing better lighting and streetscaping. This project is part of the Wilmington Initiatives, which will improve the multi-modal environment between city neighborhoods and employment centers; create a safer vehicular and pedestrian environment; and improve the visual appearance of the streets.
- **Walnut Street, 3rd Street to 16th Street**--Walnut Street is a major in-bound route to the Central Business District. This project includes the removal of the "sweep" (MLK to 2nd/Walnut St Intersection); and other elements to improve the operation and safety aspects of the corridor and address needed improvements for pedestrians, bicyclists, and transit users. This project was identified as part of the Wilmington Initiatives, which will improve the multi-modal environment between city neighborhoods and employment centers; create a safer vehicular and pedestrian environment; and improve the visual appearance of the streets.



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

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



FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 23, 2024

WILMINGTON INITIATIVES (Continued)

Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
4th Street, Walnut Street to Adams Street	PE	1,335	260	-	-	332	-	-	-	-	-	-	-	-	592	-
	ROW	100	100	-	-	-	-	-	-	-	-	-	-	-	100	-
	C	2,500	-	-	-	-	750	-	-	1,750	-	-	-	-	2,500	-
Wilmington Transit Corridors Improvement	PE	531	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	239	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	1,272	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	2,233	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	248	15	35	-	-	-	-	-	-	-	-	-	-	50	-
	Procurement	113	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Procurement	237	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Walnut Street, 3rd Street to 16th Street	PE	2,120	362	-	-	-	-	-	-	-	-	-	-	-	362	-
	ROW	100	50	-	-	-	-	-	-	-	-	-	-	-	50	-
	C	6,000	-	-	-	-	3,000	-	-	3,000	-	-	-	-	6,000	-
East 7th Street	PE	1,000	-	-	-	300	-	-	300	-	-	400	-	-	1,000	-
Maryland Ave. and Monroe St. (Maryland Ave./Monroe St./MLK Area)	PE	800	-	-	-	400	-	-	400	-	-	-	-	-	800	-
	PE	3,305	810	-	-	1,000	-	-	1,000	-	-	-	-	-	2,810	-
12th Street Connector	ROW	100	-	-	-	-	-	-	100	-	-	-	-	-	100	-
	Total	22,427	1,597	35	-	2,032	3,750	-	1,800	4,750	-	400	-	-	14,365	-

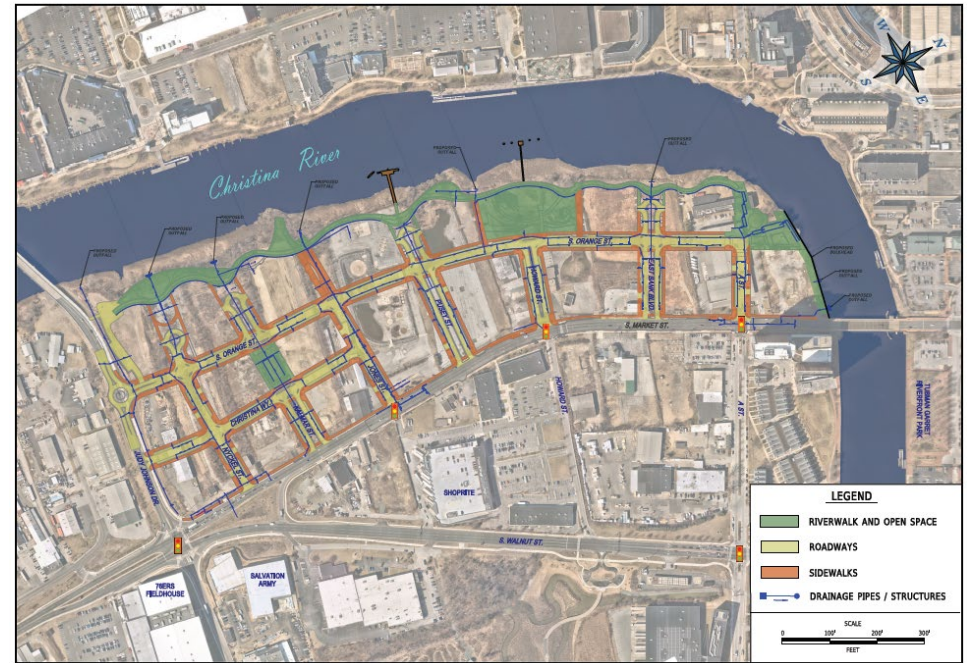
Z230 - Surface Transportation Block Grant Program

WILMINGTON RIVERFRONT

DESCRIPTION: The proposed improvements include expanded road network branching from South Market Street towards the Christina River and replication the downtown Wilmington grid system.

JUSTIFICATION: Currently, the parcels located within the Project study area have limited access for vehicles, pedestrians, and bicycles, and there are no public streets between South Market Street and the east bank of the Christina River.

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



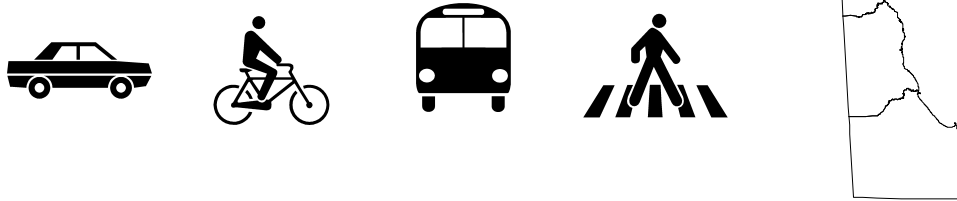
Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Wilmington Riverfront Transportation Infrastructure Project	PE ROW C				1,140.6										1,140.6	
				3,000.0	12,750.0		11,875.0	7,737.5		2,125.0	7,737.5			7,625.0	52,850.0	5,450.0
Total				3,000.0	13,890.6		11,875.0	7,737.5		2,125.0	7,737.5			7,625.0	53,990.6	5,450.0

HARES CORNER GRADE SEPARATED INTERSECTION

DESCRIPTION: Provide grade separated intersection with approach improvements. Implement Complete Streets Policy. Fill in sidewalk gaps and provide transit, biking, and pedestrian amenities, where appropriate.

JUSTIFICATION: Improve safety, multimodal accessibility, and congestion.

County: New Castle
Investment Area: Core
Municipality: City of New Castle
Funding Program: Road System – Arterials
Functional Category: Expansion
Year Initiated: FY 2025



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Hares Corner (US 13 and SR 273) Grade Separated Intersection	PD	3,000	-	-	-	-	-	-	-	1,500	-	-	1,500	-	3,000	-
Total		3,000	-	-	-	-	-	-	-	1,500	-	-	1,500	-	3,000	-

I-295 IMPROVEMENTS

DESCRIPTION:

I-295 Northbound: This project will include additional capacity from I-95 northbound from the SR141 interchange to I-295 northbound.

I-295 Improvements, Westbound: Delaware River and Bay Authority (DRBA) will rehabilitate about one mile of Delaware roadway on their I-295 project. This area is in need of major repairs and has not been worked on for many years.

JUSTIFICATION: This project enables construction savings for the State and DRBA by eliminating the need to have two separate contractors in the same areas.

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



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
I-295 Northbound from SR141 to US 13	PE	2,975	169	-	-	-	-	-	-	-	-	-	-	-	169	-
	ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	27,000	-	9,800	-	-	13,200	-	-	-	-	-	-	-	23,000	-
Total		29,975	169	9,800	-	-	13,200	-	-	-	-	-	-	-	23,169	-

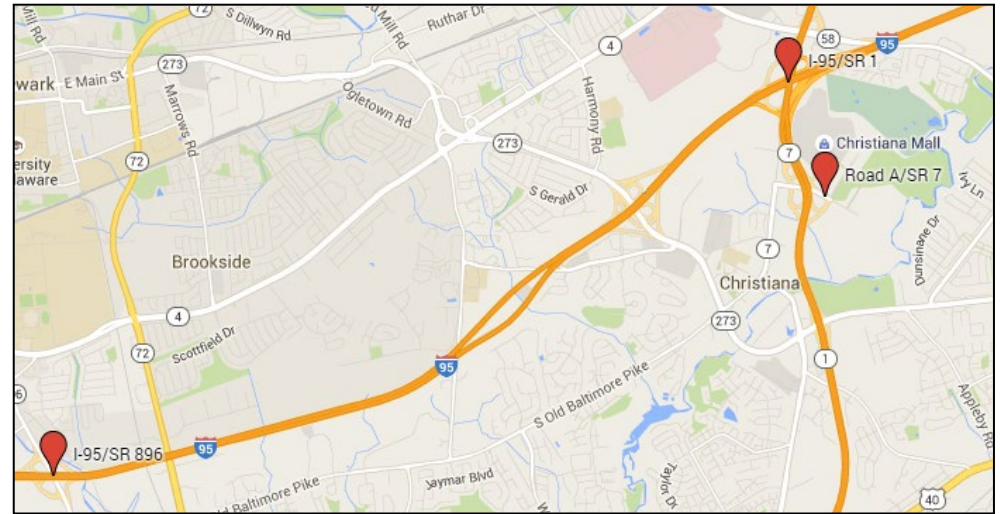
Z001 National Highway Performance Program (NHPP)

I-95: MARYLAND STATE LINE TO I-495

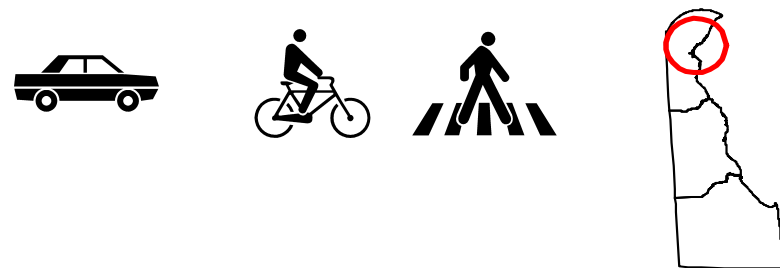
DESCRIPTION: Current projects include:

I-95 and SR896 Interchange - The proposed improvements would include ramp realignments and other geometric improvements to address congestion and safety on both I-95 and SR896. The I-95/SR896 Interchange experiences congestion in the peak hours, along with accidents during different times of the day. Improvements at the interchange to address these and other related issues have been discussed for many years as traffic has increased. A bicycle/pedestrian pathway will also be constructed.

JUSTIFICATION: Improve safety, congestion and multimodal transportation choices.



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



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
I-95 and SR896 Interchange	PE	18,732	-	-	-	-	-	-	-	-	-	-	-	-	-	0
	PE	2,747	-	-	-	-	-	-	-	-	-	-	-	-	-	0
	ROW	880	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	27,639	-	11,500	-	-	9,886	-	-	-	-	-	-	-	21,386	-
	C	143,650	20,957	20,957	-	-	-	-	-	-	-	-	-	-	41,914	-
	C	80,387	-	76,350	-	-	4,037	-	-	-	-	-	-	-	80,387	-
	Traffic	5,565	-	1,500	-	-	1,330	-	-	-	-	-	-	-	2,830	-
	Utilities	444	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	23,085	-	-	-	-	23,085	-	-	-	-	-	-	-	23,085	-
Rail Road	1,000	-	500	-	-	-	-	-	-	-	-	-	-	500	-	
Total		304,130	20,957	110,807	-	-	38,339	-	-	-	-	-	-	-	170,102	-

I-95 and SR896 Interchange - Z001 - National Highway Performance Program (NHPP)

RAIL IMPROVEMENTS: NEW CASTLE COUNTY

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

- **Newark Regional Transportation Center:** The planning, design and construction of an enhanced and improved passenger rail station in Newark, in the general location of the existing SEPTA rail station. The station will provide Americans with Disabilities Act (ADA)-compliant high-level platforms, expand parking, and provide significantly improved passenger amenities including a station building with bathrooms.
- **Fairplay Station Parking Improvements:** Expansion will include a parking garage that is envisioned as a shared facility with the private development (office complex) adjacent to Delaware Park. This type of improvement will minimize land impacts and maximize open space.
- **Northeast Corridor Allocation Policy -** Funding for support of the Northeast Corridor required under the Cost Allocation policy mandated by the federal Passenger Rail Infrastructure Improvement Act (PRIIA). States and agencies using the NEC are required to participate in cost allocation. DTC uses the NEC for SEPTA Regional Rail service.

JUSTIFICATION: Two track constraint causes commuter trains to wait until inter-city trains pass through the area. These improvements will increase commuter rail capacity between Newark and Wilmington. These improvements will provide a viable alternative for riders who would otherwise travel to this area by car on I-95, helping mitigate congestion along the I-95 corridor.

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



FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 23, 2024

RAIL IMPROVEMENTS: NEW CASTLE COUNTY (Continued)

Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Churchman's Crossing Fairplay Station Parking Expansion	PE	1,814	89	355	-	-	-	-	-	-	-	-	-	-	444	-
Churchman's Crossing Temporary Parking Lot	C	600	120	480	-	-	-	-	-	-	-	-	-	-	600	-
Northeast Corridor Allocation Policy	C	30,690	4,128	-	-	4,028	-	-	4,028	-	-	4,028	-	-	16,214	8,057
Newark Regional Transportation Center, Planning and Design	PE PE Program Funding Program Funding	3,000 15,797 2,250 384	- 1,750 -	- -	- -	- 462 -	- -	- -	- -	- -	- -	- -	- -	- -	- 2,212 -	- -
Newark Regional Transportation Center, Platform and Pedestrian Bridge	C C Rail Road Rail Road	15,400 3,000 197 25,873	- -	- -	- -	7,400 -	- -	- -	8,000 -	- -	- 3,000	- -	- -	- -	15,400 3,000 -	- -
Total		99,005	6,087	835	-	16,345	-	-	17,028	-	3,000	4,028	-	-	47,325	8,057

Churchman's Crossing Fairplay Station Parking Expansion 5307 Urbanized Area Formula Grant

Newark Regional Transportation Center, Planning and Design – Tiger, Newark Regional Transportation Center, Parking Lot & Access Rd - 5307 - Urbanized Area Formula Grant Program

Newark Regional Transportation Center, Station Building & Track A Realignment – Tiger, Newark Regional Transportation Center, Platform and Pedestrian Bridge - 5307 - Urbanized Area Formula Grant Program

SEARS BOULEVARD EXTENSION

DESCRIPTION: The project will provide a driveway from Sears Boulevard to industrial properties along Crowell Road.

JUSTIFICATION: Project will reduce truck traffic through the Pleasant Hills Estates and Silview communities by providing an alternate connection to SR 4.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System
Functional Category: Expansion
Year Initiated: FY 2025

Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Sears Boulevard Extension	PD	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	550	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		600	-	-	-	-	-	-	-	-	-	-	-	-	-	-

SR 1 WIDENING

DESCRIPTION: This project identifies and prioritizes cost-effective short, mid and long-term transportation infrastructure improvements in the SR 1 corridor that will reduce congestion and travel times and improve safety, while minimizing environmental impacts in the SR 1 corridor. Existing and projected conditions in the project area have resulted in the development of five specific needs to be addressed by this project: - Address existing and projected peak hour and seasonal traffic needs - Improve the system connectivity - Provide support and local access for existing and committed development in New Castle County - Improve safety and address identified high crash locations - Enhance emergency access and evacuation Meeting these needs will retain an acceptable level of service on this key section of SR 1 that is compatible with other sections of SR 1 and I-95. Projects include:

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

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



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
SR 1 Widening, Road A to US40	PE	14,000	600	2,400	-	546	2,185	-	573	2,290	-	453	1,810	-	10,856	-
	ROW	4,000	-	-	-	-	2,000	-	-	2,000	-	-	-	-	4,000	-
SR1 at Tybouts Corner	PE	6,098	145	579	-	397	1,588	-	380	1,520	-	-	-	-	4,608	-
	ROW	1,000	-	-	-	-	-	-	-	1,000	-	-	-	-	1,000	-
Bear Road and Reybold Drive Intersection Improvements	PE	902	115	461	-	-	-	-	-	-	-	-	-	-	577	-
	ROW	143	-	143	-	-	-	-	-	-	-	-	-	-	143	-
	C	2,445	-	-	-	-	2,445	-	-	-	-	-	-	-	2,445	-
Total		28,588	860	3,583	-	943	8,217	-	953	6,810	-	453	1,810	-	23,628	-

Z001 National Highway Performance Program (NHPP)

SR 299: SR 1 TO CATHERINE STREET

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

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



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



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
SR299, SR 1 to Catherine Street	PE	3,361	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	5,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	5,847	-	300	-	-	-	-	-	-	-	-	-	-	300	-
	C	188	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	18,239	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic	2,035	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	562	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	986	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	4,624	-	250	-	-	-	-	-	-	-	-	-	-	250	-
Total		41,343	-	550	-	-	-	-	-	-	-	-	-	-	550	-

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

SR 72: MCCOY ROAD TO SR 71

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

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

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



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
SR 72, McCoy Road to SR 71	PE	350	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	2,110	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	4,209	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	3,156	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	17,864	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic	894	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	56	11	45	-	-	-	-	-	-	-	-	-	-	56	-
	Contingency	1,793	40	160	-	-	-	-	-	-	-	-	-	-	200	-
Total		30,522	51	205	-	-	-	-	-	-	-	-	-	-	256	-

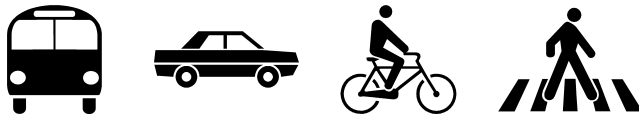
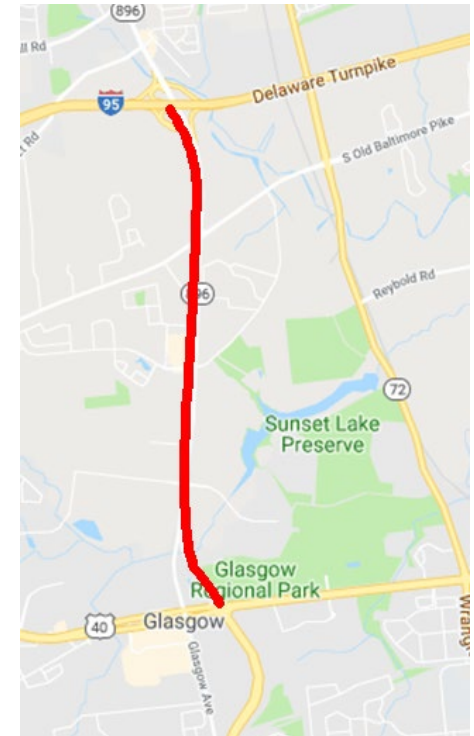
Z230 - Surface Transportation Block Grant Program – FAST, Z460 - National Highway Freight Program (NHFP)

SR 896: US 40 –I-95

DESCRIPTION: Increase capacity of SR 896 by adding one new travel lane in each direction and providing pedestrian, bicycle, and transit accommodations. This will support more intensified development along this corridor

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

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Arterial
Functional Category: Expansion
Year Initiated: FY 2019



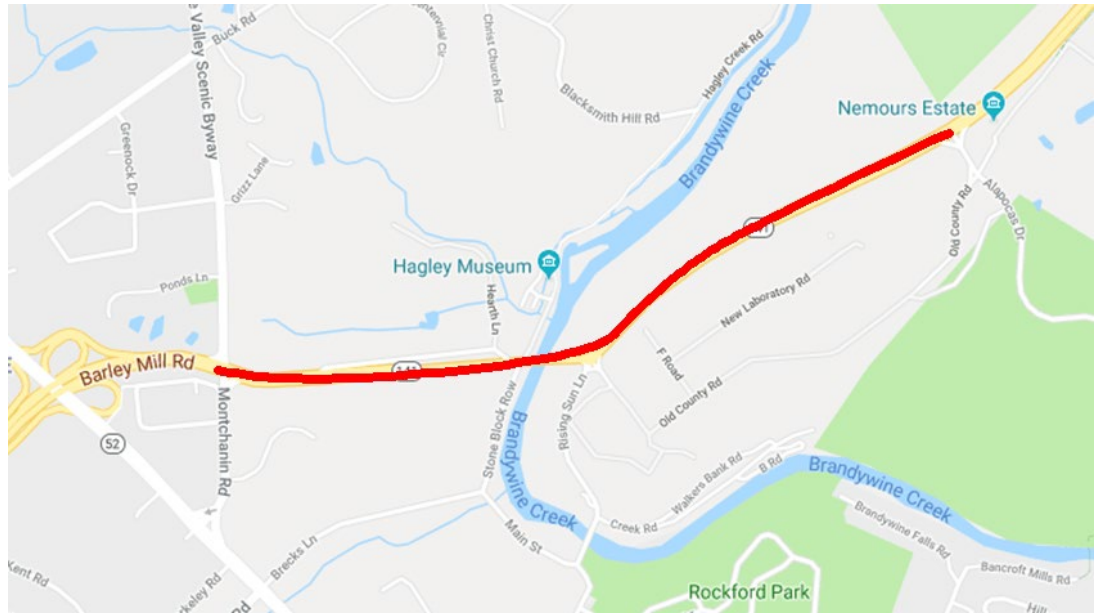
Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
SR 896 Widening, US 40 to I-95	PE	2,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		2,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TYLER MCCONNELL BRIDGE, SR 141, MONTCHANIN ROAD TO ALAPOCAS ROAD

DESCRIPTION: This project would construct a 4 lane structure over the Brandywine River and tie into the existing 4 lane roadways to SR 141. The bridge would also accommodate bicycle and pedestrian traffic.

JUSTIFICATION: The project will help to alleviate congestion in the area and improve safety.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Arterial
Functional Category: Expansion
Year Initiated: FY 2019



Project Title (\$ x 1,000)	Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28	TOTAL FY 29-30
Tyler McConnell Bridge, SR 141, Monthcanin Road to Alapocas Road	PE	4,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		4,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Z230 - Surface Transportation Block Grant Program

***CECIL
COUNTY***

AREAWIDE BRIDGE REHABILITATION

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

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

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



Phase All \$ x 1,000	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28
PD		40	160		40	160		40	160		10	40		650
Engineering		240	960		240	960		240	960		240	960		4,800
ROW		10	40		10	40		10	40		10	40		200
Construction		600	2,400		600	2,400		600	2,400		600	2,400		12,000
Total		890	3,560		890	3,560		890	3,560		860	3,440		17,650

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

AREAWIDE ENVIRONMENTAL PROJECTS

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

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

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



Phase All \$ x 1,000	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28
PD		10	40		10	40		10	40		10	40		200
Engineering		80	320		80	320		80	320		80	320		1,600
ROW		10	40		10	40		10	40		10	40		200
Construction		500	2,000		500	2,000		500	2,000		500	2,000		10,000
Total		600	2,400		600	2,400		600	2,400		600	2,400		12,000

WILMAPCO 3-2, federal sources may include NHPP, STBG, HSIP, and/or others as deemed appropriate by MDOT.

AREAWIDE RESURFACING AND REHABILITATION

DESCRIPTION: Program to provide periodic resurfacing and upgrading of auxiliary features on MDOT SHA highways.

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

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



Phase All \$ x 1,000	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28
PD		20	80		20	80		20	80		20	80		400
Engineering		100	400		100	400		100	400		100	400		2,000
ROW		20	80		20	80		20	80		20	80		400
Construction		2,200	8,800		1,600	6,400		1,400	5,600		1,400	5,600		33,000
Total		2,340	9,360		1,740	6,960		1,540	6,160		1,540	6,160		35,800

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

AREAWIDE SAFETY AND SPOT IMPROVEMENTS

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

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

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



Phase All \$ x 1,000	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28
PD		15	60		15	60		15	60		15	60		300
Engineering		200	800		200	800		200	800		200	800		4,000
ROW		15	60		15	60		15	60		15	60		300
Construction		800	3,200		800	3,200		800	3,200		800	3,200		16,000
Total		1,030	4,120		1,030	4,120		1,030	4,120		1,030	4,120		20,600

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

AREAWIDE URBAN RECONSTRUCTION

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

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

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



Phase All \$ x 1,000	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28
PD		2	8		2	8		2	8		2	8		40
Engineering		15	60		15	60		15	60		15	60		300
ROW		2	8		2	8		2	8		2	8		40
Construction		50	200		50	200		50	200		50	200		1,000
Total		69	276		69	276		69	276		69	276		1,380

WILMAPCO 3-5, Federal sources may include NHPP, STBG, and/or others as deemed appropriate by MDOT.

TRANSIT SYSTEM – CAPITAL AND OPERATING ASSISTANCE

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

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

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



Project Title	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28
Small Urban Transit - Capital Assistance (5310)		108	27		180	45		108	27		180	45	720
Small Urban Transit - Capital Assistance (5307)		400	100		363	60		400	100		363	60	1846
Rural Transit Operating Assistance (5311)	109	328	219	109	328	219	109	328	219	109	328	219	2624
Small Urban Transit - Operating Assistance (5307)		18	18		18	18		18	18		18	18	144
Public Transit Innovation (Section 5312)													0
Enhanced Mobility Pilot Program (Section 5310)													0
Total	109	854	364	109	889	342	109	854	364	109	889	342	5334

AREAWIDE CONGESTION MANAGEMENT

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

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

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



Phase All \$ x 1,000	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28
PD		15	60		15	60		15	60		15	60		300
Engineering		60	240		60	240		60	240		60	240		1,200
ROW		2	8		2	8		2	8		2	8		40
Construction		120	480		120	480		120	480		120	480		2,400
Total		197	788		197	788		197	788		197	788		3,940

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

NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI) PROGRAM

DESCRIPTION: Creation of a network of convenient, reliable, affordable, and equitable electric vehicle chargers along Maryland's State Highway Administration designated alternative fuel corridors, which are major highways, and within communities along public roads or publicly accessible locations. Contributions from third parties will be utilized to match federal funds.

JUSTIFICATION: To provide a network of electric vehicle chargers that contribute to the acceleration of equitable adoption of electric vehicles, including for those who cannot reliably charge at home, reduce transportation-related greenhouse gas emissions, help put Maryland on a path of net-zero emissions and improve the mobility of passenger and commercial electric vehicles.

County: Cecil
Investment Areas:
Municipality:
Program Category: System Preservation
TIP/STIP Number: AZ3401

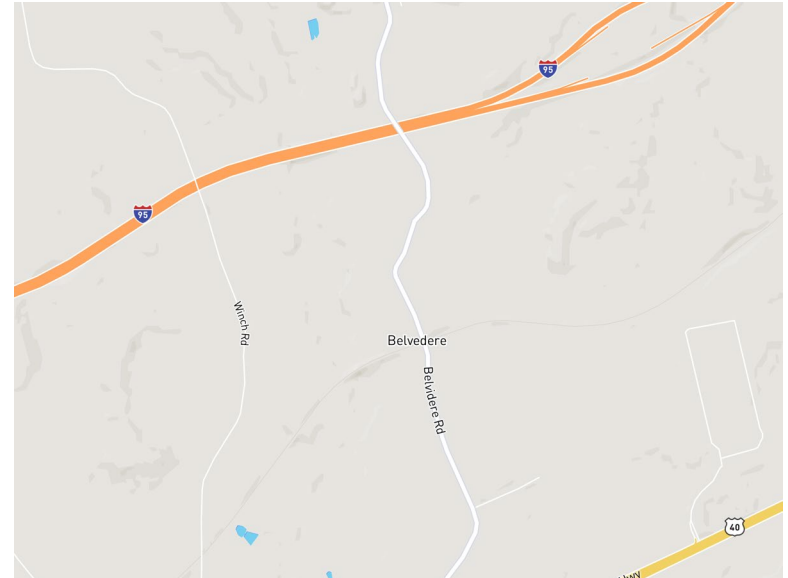


Phase All \$ x 1,000	Current Estimate	FY 25 State	FY 25 NEVI	FY 25 STBG (TC)	FY 25 Private	FY 26 State	FY 26 NEVI	FY 26 STBG (TC)	FY 26 Private	FY 27 State	FY 27 NEVI	FY 27 STBG (TC)	FY 27 Private	FY 28 State	FY 28 NEVI	FY 28 STBG (TC)	FY 28 Private	TOTAL FY 25- 28
PD																		0
Eng		0	1	0	0	1	20	4										26
ROW																		0
Con			366		92		260		65		300		75		200		50	1,408
Total			367		92	1	280	4	65		300		75		200		50	1,434

BELVIDERE ROAD BRIDGE CE0055 OVER CSX RAILROAD REPLACEMENT

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

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



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



Phase All \$ x 1,000	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28
PD														
Engineering														
ROW														
Construction														
Total														

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

CECIL COUNTY MID-COUNTY TRANSIT HUB

DESCRIPTION: Cecil County and MDOT-MTA will develop a new transit hub in a central location to their exiting a proposed bus routes. A Mid-County Transit Hub has been recommended to support the growth of Cecil Transit, enhance transit ridership, reduce stem miles and provide additional office space. The Mid-County Transit Hub will look to contain: a multi-modal public transit center to accommodate transfers and layovers, a kiss-and-ride facility, a covered area for customer waiting, pedestrian/bicycle connectivity and bicycle parking; a stand-alone Transit Administration facility containing Transit offices; and the possibility of a reduced maintenance facility providing onsite maintenance services, depending on the outcome of the Phase 2 study and future cost considerations.

JUSTIFICATION: Increase efficiencies in providing fixed route bus service to serve existing riders, attract new riders, and establish timed transfers. Additionally, it will reduce the amount of dead head miles.

County: Cecil
Investment Area: All
Municipality:
Program Category: System Management
TIP/STIP Number: Cecil County Mid-County Transit Hub



Phase All \$ x 1,000	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28
PD														
Engineering														
ROW														
Construction														
Total														

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

CECIL COUNTY TRANSPORTATION ALTERNATIVES PROGRAM

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

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

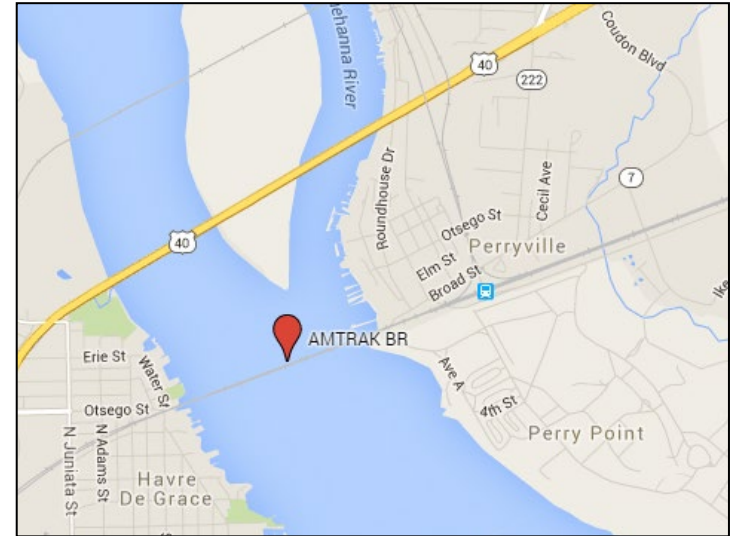
County: Cecil
Investment Area:
Municipality:
Program Category: System Management



Phase All \$ x 1,000	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28
PRO			78.4	15.7		78.4	15.7		78.4	15.7		78.4	15.7	376.4
Total			78.4	15.7		78.4	15.7		78.4	15.7		78.4	15.7	376.4

SUSQUEHANNA RIVER RAIL BRIDGE

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



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

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

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

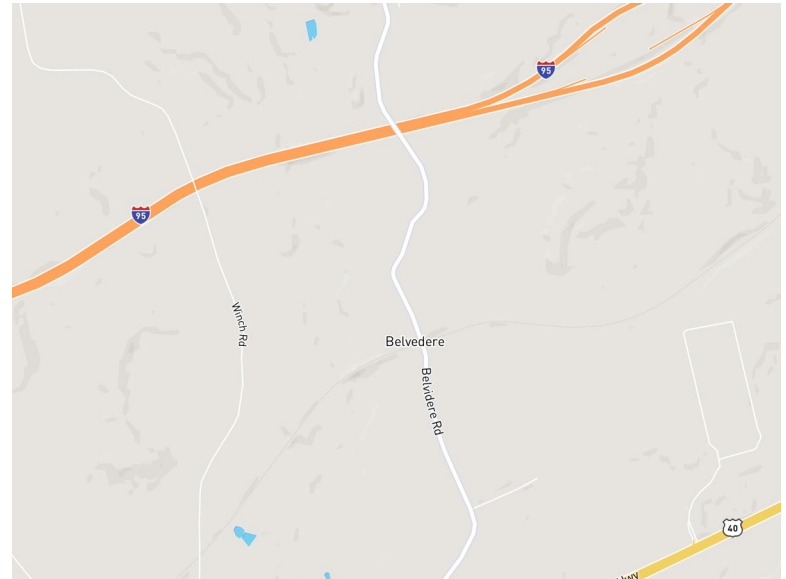


Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28
PD														
Engineering														
ROW														
Construction														
Total														

I-95 AT BELVIDERE ROAD INTERCHANGE

DESCRIPTION: Construct an interchange at I-95 John F. Kennedy Memorial Highway (JFK Highway) and Belvidere Road. The first phase of this project is conducting a study to obtain National Environmental Policy Act (NEPA) approval. The study will determine the potential environmental effects associated with the proposed interchange while maintaining the functionality of the regional and local transportation system.

JUSTIFICATION: The purpose of the Belvidere Road Transportation Improvement Study project is to facilitate ongoing and planned economic development in Cecil County’s Principio Enterprise Zone, and to safely and efficiently accommodate the projected transportation demand to and from I-95 and along the existing transportation network.



County: Cecil
Investment Area:
Municipality: N/A
Program Category: System Expansion
TIP/STIP Number:

Phase	Current Estimate	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	TOTAL FY 25-28
PD														
Engineering														
ROW														
Construction		24,492			8,963.0									33,455.0
Total		24,492			8,963.0									33,455.0