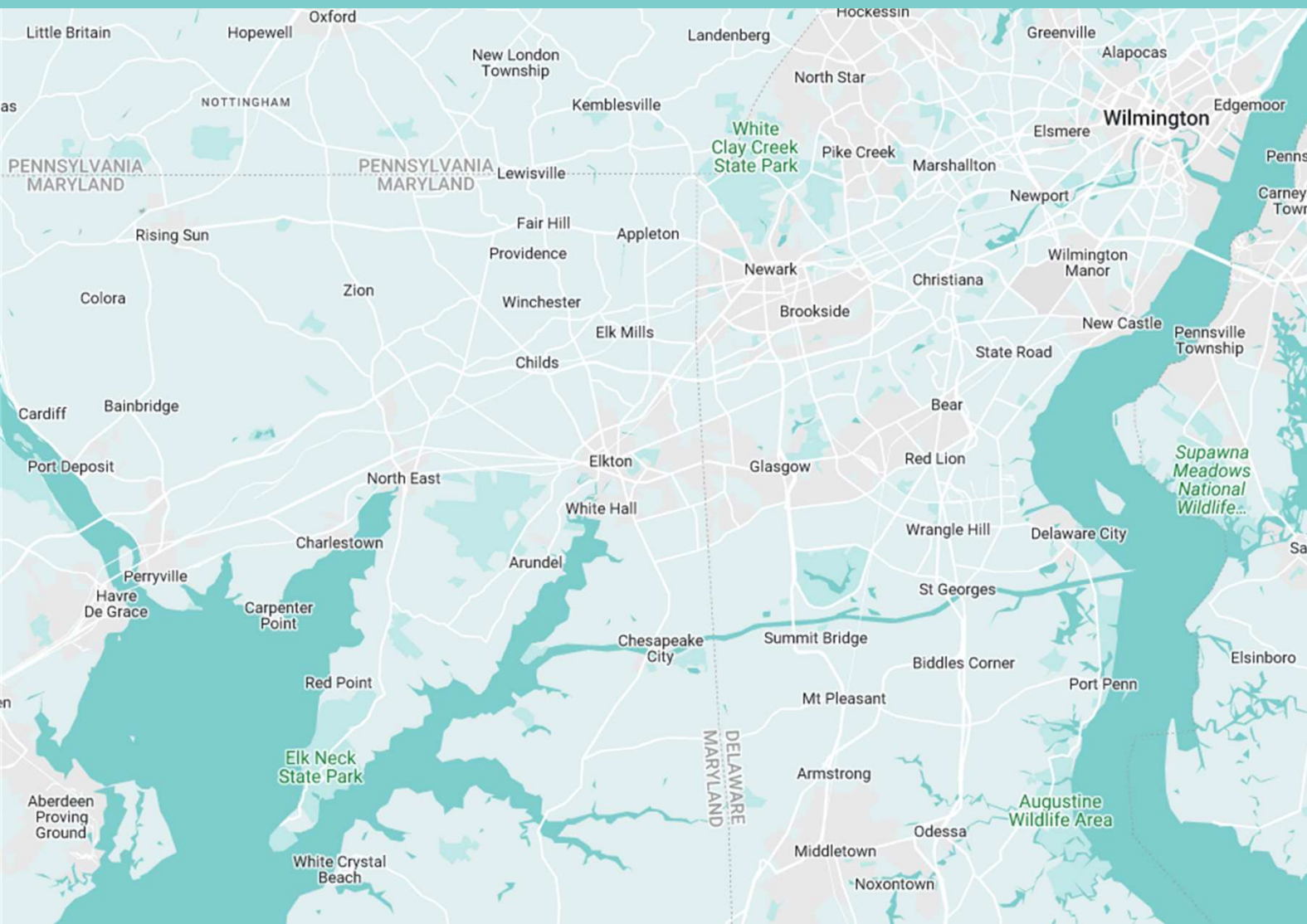


FY 2027-2030 Transportation Improvement Program



Adopted May 21, 2026

FY 2027-2030 Transportation Improvement Program (TIP)

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

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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	100 Discovery Blvd. Suite 800 Newark, DE 19713	(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

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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) 2027-2030 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 biannually 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 authorizes \$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 2027-2030 Transportation Improvement Program

Process and Schedule – Summary

- | | |
|---|---|
| <p>2025
January- March
April-May</p> | <ul style="list-style-type: none">  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 DelDOT |
| <p>September
October</p> | <ul style="list-style-type: none">  Joint public workshop with DelDOT and the Council on Transportation  MDOT officials CTP tour meeting in Cecil County |
| <p>2026
April -May</p> | <ul style="list-style-type: none">  TIP (& Air Quality Conformity is revised) released for public comment March 19 through May 7, 2026  TIP Public Workshop • Revise TIP based on public comments • TAC (4/16) and PAC (4/13) recommendation for adoption • Council adoption of TIP (May 7) • 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.

- | | |
|---------------------------------|---|
| <p>Amendments
as needed</p> | <ul style="list-style-type: none">  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

September

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.



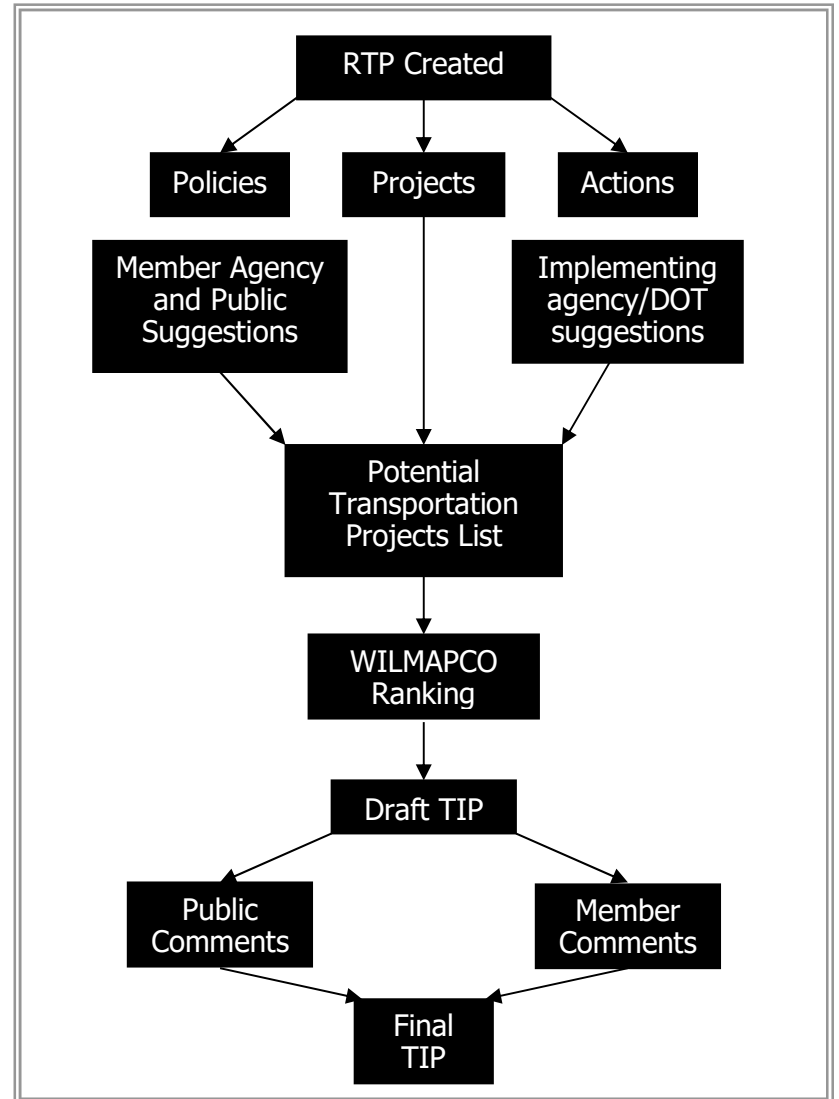
The TIP Process

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 DOTs 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

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

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

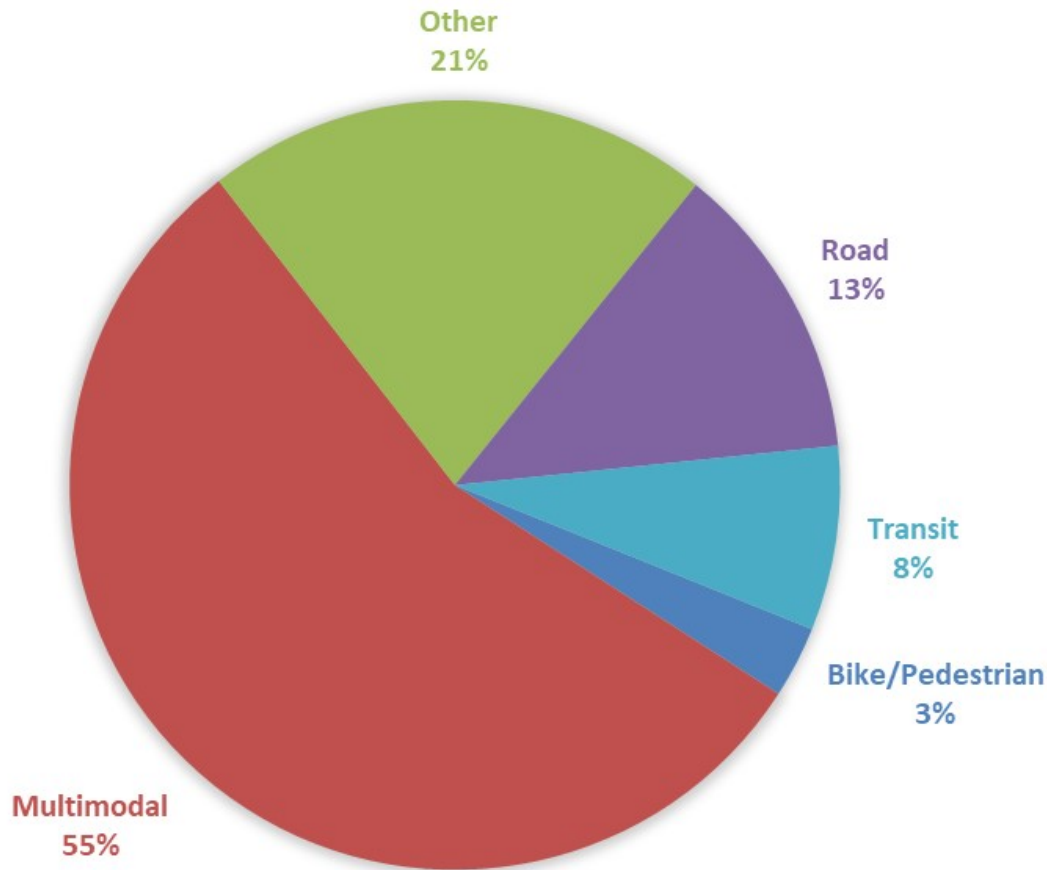
FUNDING CONTRIBUTION: Local and/or private commitment demonstrated by funding contribution.

TIP Summary Tables

MODE	FY 27-30 TOTAL	PERCENT	FY 31-32 TOTAL
Bike/Pedestrian	72,162	3%	23,264
Multimodal	1,327,089	55%	524,332
Other	509,559	21%	299,098
Road	301,747	13%	96,939
Transit	185,645	8%	47,859
Total (\$s x 1000)	2,396,201	100%	991,492

CATEGORY	FY 27-30 TOTAL	PERCENT	FY 31-32 TOTAL
Preservation	1,279,545	53%	523,149
Other	401,089	17%	251,756
Management	610,251	25%	191,003
Expansion	105,316	4%	25,584
Total (\$s x 1000)	2,396,201	100%	991,492

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 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 21, 2026

Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	MODE	FY 27-30 TOTAL	FY 31-32 TOTAL
DE	Bicycle and Pedestrian Improvements/Ped ADA	Management	Bike/Pedestrian	41,366.5	21,000.0
NCC	Edgemoor Rd Bicycle and Pedestrian Improvements, Governor Printz Blvd to Hay Rd	Management	Bike/Pedestrian	3,697.8	-
DE	Recreational Trails	Management	Bike/Pedestrian	4,528.4	2,264.2
NCC	US 13: US 40 to Memorial Drive Pedestrian Improvements	Management	Bike/Pedestrian	21,569.1	-
NCC	US 40 between US 13 and MD Line Multimodal Improvements	Management	Bike/Pedestrian	1,000.0	-
			Bike/Pedestrian Total	72,161.9	23,264.2
NCC	12th St Connector	Expansion	Multimodal	1,334.3	-
NCC	4th Street, Walnut Street to Adams Street	Management	Multimodal	68.5	-
CC	Areawide Urban Street Reconstruction	Preservation	Multimodal	16,040.0	-
NCC	Bear Road and Reybold Drive Intersection Improvements	Management	Multimodal	83.3	-
CC	Belvidere Road Bridge CE0055 over CSX Railroad Replacement	Expansion	Multimodal	30,000.0	-
CC	Belvidere Road Improvements	Expansion	Multimodal	7,071.0	-
CC	Deaver Road Bridge Replacement over CSX Railroad	Preservation	Multimodal	7,300.0	-
DE	Bridge Program	Preservation	Multimodal	330,747.9	153,525.5
NCC	Bunker Hill Road at Sand Hill Drive/Merrimac Avenue Intersection Improvements	Management	Multimodal	500.0	-
DE	Community Transportation Fund/CTF Subdivision Paving	Preservation	Multimodal	190,720.0	95,360.0
NCC	East 7th Street	Management	Multimodal	500.0	500.0
NCC	Glasgow Avenue, SR 896 to US 40	Management	Multimodal	3,368.8	-
NCC	Governor Printz Boulevard Road Diet between US 13 at Philadelphia Pike and East 35th St.	Management	Multimodal	1,000.0	-
NCC	Hares Corner (US 13 and SR 273) Grade Separated Intersection	Management	Multimodal	1,500.0	-
NCC	HSIP NCC, SR 2 (Kirkwood Hwy) and Harmony Rd Intersection Improvements	Management	Multimodal	843.8	-
NCC	HSIP NCC, SR4 and Churchmans Rd Intersection Improvement	Management	Multimodal	189.5	-
NCC	I-95 & SR 896 Interchange Improvements	Management	Multimodal	29,919.2	-
DE	Intersection Improvements	Management	Multimodal	59,050.0	27,950.0

FY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 21, 2026

Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	MODE	FY 27-30 TOTAL	FY 31-32 TOTAL
NCC	Maryland Ave. and Monroe St. (Maryland Ave./Monroe St./MLK Area)	Management	Multimodal	800.0	-
DE	Municipal Street Aid	Preservation	Multimodal	24,000.0	12,000.0
NCC	N15, Boyds Corner Road, Cedar Lane Road to US 13	Expansion	Multimodal	3,384.3	-
NCC	N412, Lorewood Grove Road: Jamison Corner Rd to SR 1	Management	Multimodal	3,336.5	-
DE	Non-Bridge Structures	Preservation	Multimodal	26,002.7	9,700.0
NCC	Old Capitol Trail, Newport Road to Stanton Road	Management	Multimodal	11,371.0	-
DE	Paving & Rehabilitation	Preservation	Multimodal	239,000.0	100,000.0
NCC	Reconnecting Communities, I-95 Cap	Expansion	Multimodal	899.8	-
DE	Safety Improve (Hazard Elim/HSIP/Sect 154)	Management	Multimodal	167,903.8	64,839.4
NCC	Southbridge Local Street Network	Expansion	Multimodal	1,200.0	-
NCC	SR 72, McCoy Road to SR 71	Expansion	Multimodal	56.1	-
NCC	SR4, Harmony Road Intersection Improvements	Management	Multimodal	1,451.2	-
NCC	SR4, Ogletown Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	Management	Multimodal	904.1	-
NCC	SR9, New Castle Ave, Landers Lane to A Street	Management	Multimodal	4,735.0	-
DE	Traffic Calming	Management	Multimodal	2,000.0	1,000.0
DE	Transportation Alternatives Program	Management	Multimodal	22,996.9	9,150.0
DE	Transportation Facilities, Statewide	Preservation	Multimodal	16,425.0	8,500.0
DE	Transportation Infrastructure Investment Fund	Expansion	Multimodal	44,540.1	20,000.0
DE	Transportation Management (inc. rideshare and signals)	Management	Multimodal	40,299.7	19,757.4
NCC	US 13 Southbound BBRT Lane	Management	Multimodal	1,400.0	-
NCC	US 13, Duck Creek to SR1	Management	Multimodal	750.8	-
NCC	US 13: I-495-PA Line	Management	Multimodal	600.0	-
NCC	US 40 & SR 896 Improvements	Management	Multimodal	2,064.7	-
NCC	US 40 (Pulaski Hwy) and SR 7 (Bear Christiana Rd) Intersection Improvements	Management	Multimodal	1,000.0	2,050.0

FY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 21, 2026

Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	MODE	FY 27-30 TOTAL	FY 31-32 TOTAL
NCC	US 40: Salem Church Road to Walther Road	Expansion	Multimodal	19,495.2	-
NCC	Walnut Street, 3rd Street to 16th Street	Management	Multimodal	10,235.3	-
			Multimodal Total	1,327,088.7	524,332.3
DE	Aeronautics, Statewide	Management	Other	4,840.0	2,420.0
DE	Carbon Reduction Program	Other	Other	13,883.5	-
DE	Electric Vehicle Program	Other	Other	8,601.6	-
DE	Engineering & Contingency/Education & Training	Other	Other	182,725.6	83,723.3
DE	Environmental Improvements	Other	Other	4,472.0	1,336.0
DE	Equipment	Preservation	Other	40,000.0	20,000.0
DE	Planning	Other	Other	56,905.8	28,303.9
DE	Rail Preservation Maintenance Program	Preservation	Other	1,000.0	500.0
DE	Ranked Project Funding	Other	Other	102,360.0	138,080.0
DE	Resiliency and Sustainability Program	Other	Other	31,515.0	-
DE	STIC Incentive Program	Other	Other	625.0	312.5
DE	Technology	Management	Other	52,318.0	24,421.8
NCC	Port Area Truck Parking Facility Near Wilmington	Management	Other	862.5	-
CC	Areawide Environmental Projects	Preservation	Other	9,450.0	-
			Other Total	509,559.0	299,097.5
CC	Areawide Bridge Replacement and Rehabilitation	Preservation	Road	21,700.0	-
CC	Areawide Congestion Management	Management	Road	3,590.0	-
CC	Areawide Resurfacing and Rehabilitation	Preservation	Road	32,100.0	-
CC	Areawide Safety and Spot Improvements	Preservation	Road	15,550.0	-
DE	Corridor Capacity Preservation	Management	Road	3,874.6	2,000.0
NCC	I-295 Northbound from SR141 to US 13	Expansion	Road	2,940.9	-

FY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 21, 2026

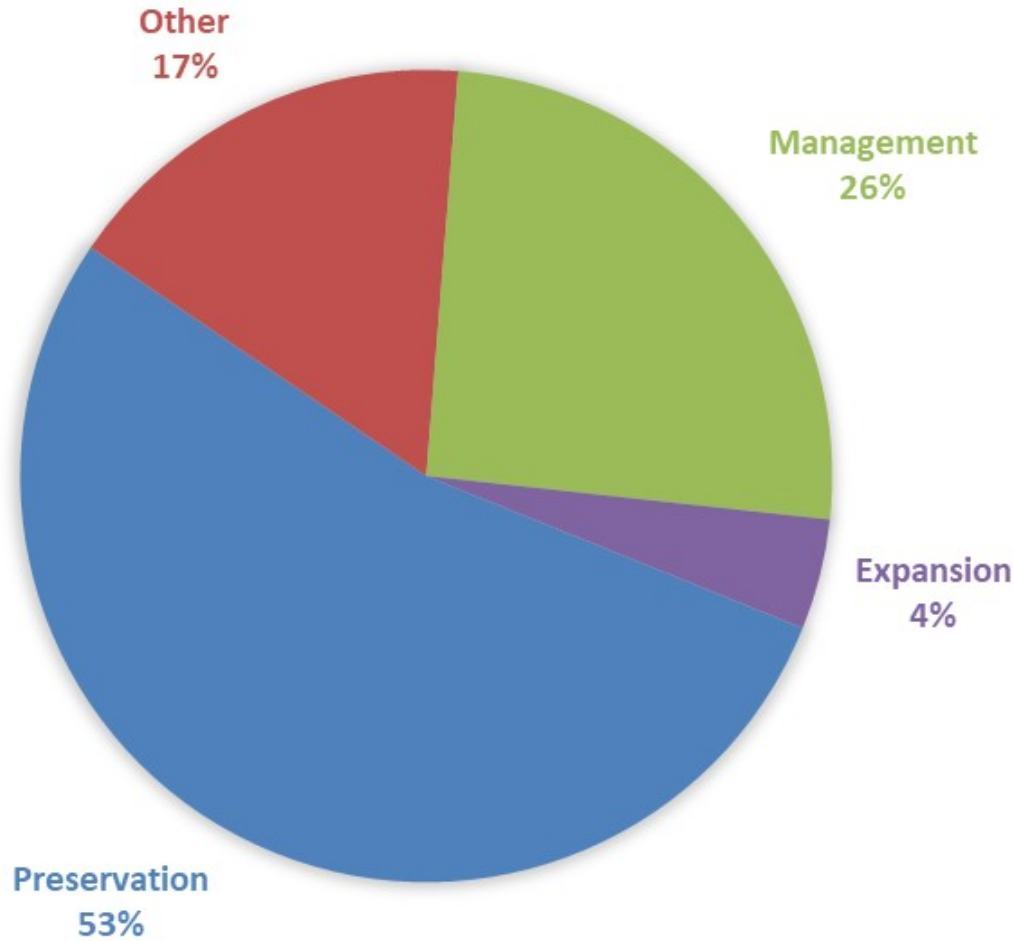
Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	MODE	FY 27-30 TOTAL	FY 31-32 TOTAL
CC	I-95 at Belvidere Road Interchange	Expansion	Road	10,959.0	-
DE	Materials & Minor Contracts	Preservation	Road	51,500.0	26,000.0
CC	Mechanics Valley Bridge CE0042 over CSX Railroad Replacement	Management	Road	16,200.0	-
CC	National Electric Vehicle Infrastructure (NEVI) Program	Preservation	Road	1,250.0	-
DE	Rail Crossing Safety and Rideability	Management	Road	27,300.0	13,650.0
NCC	Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	Preservation	Road	75,031.0	36,363.1
DE	Signage & Pavement Markings	Preservation	Road	26,682.5	13,341.3
NCC	SR 1 at Tybouts Corner	Expansion	Road	4,022.5	1,000.0
NCC	SR 1 Widening: Road A to US40	Expansion	Road	9,046.2	-
NCC	SR 896 and Bethel Church Rd Interchange	Expansion	Road	-	4,584.3
			Road Total	301,746.7	96,938.7

FY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 21, 2026

Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	MODE	FY 27-30 TOTAL	FY 31-32 TOTAL
CC	Cecil County Mid-County Transit Hub	Management	Transit	9,442.0	-
CC	Cecil County Transit	Preservation	Transit	5,596.0	-
NCC	Claymont Rail Station Decommissioning	Management	Transit	2,094.2	-
DE	Diamond State Rail Line Study	Expansion	Transit	166.7	-
NCC	Fairplay Station Parking Expansion	Expansion	Transit	200.0	-
NCC	Newark Regional Transportation Center	Management	Transit	2,262.4	-
NCC	Northeast Corridor Allocation Policy	Preservation	Transit	16,113.6	8,056.8
CC	Susquehanna River Rail Bridge	Management	Transit	16,433.3	-
NCC	Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	Preservation	Transit	20,587.8	-
NCC	Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	Preservation	Transit	9,342.5	10,000.0
NCC	Transit Facilities, New Castle County (Beech St, Wilm, and Mid County)	Preservation	Transit	17,320.4	-
DE	Transit Facilities, Statewide	Preservation	Transit	5,664.8	2,100.0
NCC	Transit Preventive Maintenance, NCC	Preservation	Transit	47,750.0	22,375.0
DE	Transit Vehicles Replace & Refurbish, Statewide	Preservation	Transit	32,671.0	5,327.6
			Transit Total	185,644.5	47,859.4
			Grand Total	2,396,200.8	991,492.1

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 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 21, 2026

Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	MODE	FY 27-30 TOTAL	FY 31-32 TOTAL
CC	Areawide Bridge Replacement and Rehabilitation	Preservation	Road	21,700.0	-
CC	Areawide Environmental Projects	Preservation	Other	9,450.0	-
CC	Areawide Resurfacing and Rehabilitation	Preservation	Road	32,100.0	-
CC	Areawide Safety and Spot Improvements	Preservation	Road	15,550.0	-
CC	Areawide Urban Street Reconstruction	Preservation	Multimodal	16,040.0	-
DE	Bridge Program	Preservation	Multimodal	330,747.9	153,525.5
CC	Cecil County Transit	Preservation	Transit	5,596.0	-
DE	Community Transportation Fund/CTF Subdivision Paving	Preservation	Multimodal	190,720.0	95,360.0
CC	Deaver Road Bridge Replacement over CSX Railroad	Preservation	Multimodal	7,300.0	-
DE	Equipment	Preservation	Other	40,000.0	20,000.0
DE	Materials & Minor Contracts	Preservation	Road	51,500.0	26,000.0
DE	Municipal Street Aid	Preservation	Multimodal	24,000.0	12,000.0
CC	National Electric Vehicle Infrastructure (NEVI) Program	Preservation	Road	1,250.0	-
DE	Non-Bridge Structures	Preservation	Multimodal	26,002.7	9,700.0
NCC	Northeast Corridor Allocation Policy	Preservation	Transit	16,113.6	8,056.8
DE	Paving & Rehabilitation	Preservation	Multimodal	239,000.0	100,000.0
DE	Rail Preservation Maintenance Program	Preservation	Other	1,000.0	500.0
NCC	Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	Preservation	Road	75,031.0	36,363.1
DE	Signage & Pavement Markings	Preservation	Road	26,682.5	13,341.3
NCC	Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	Preservation	Transit	20,587.8	-
NCC	Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	Preservation	Transit	9,342.5	10,000.0
NCC	Transit Facilities, New Castle County (Beech St, Wilm, and Mid County)	Preservation	Transit	17,320.4	-
DE	Transit Facilities, Statewide	Preservation	Transit	5,664.8	2,100.0
NCC	Transit Preventive Maintenance, NCC	Preservation	Transit	47,750.0	22,375.0

FY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 21, 2026

Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	MODE	FY 27-30 TOTAL	FY 31-32 TOTAL
DE	Transit Vehicles Replace & Refurbish, Statewide	Preservation	Transit	32,671.0	5,327.6
DE	Transportation Facilities, Statewide	Preservation	Multimodal	16,425.0	8,500.0
			Preservation Total	1,279,545.1	523,149.3
DE	Carbon Reduction Program	Other	Other	13,883.5	-
DE	Electric Vehicle Program	Other	Other	8,601.6	-
DE	Engineering & Contingency/Education & Training	Other	Other	182,725.6	83,723.3
DE	Environmental Improvements	Other	Other	4,472.0	1,336.0
DE	Planning	Other	Other	56,905.8	28,303.9
DE	Ranked Project Funding	Other	Other	102,360.0	138,080.0
DE	Resiliency and Sustainability Program	Other	Other	31,515.0	-
DE	STIC Incentive Program	Other	Other	625.0	312.5
			Other Total	401,088.5	251,755.8
NCC	4th Street, Walnut Street to Adams Street	Management	Multimodal	68.5	-
DE	Aeronautics, Statewide	Management	Other	4,840.0	2,420.0
CC	Areawide Congestion Management	Management	Road	3,590.0	-
NCC	Bear Road and Reybold Drive Intersection Improvements	Management	Multimodal	83.3	-
DE	Bicycle and Pedestrian Improvements/Ped ADA	Management	Bike/Pedestrian	41,366.5	21,000.0
NCC	Bunker Hill Road at Sand Hill Drive/Merrimac Avenue Intersection Improvements	Management	Multimodal	500.0	-
CC	Cecil County Mid-County Transit Hub	Management	Transit	9,442.0	-
NCC	Claymont Rail Station Decommissioning	Management	Transit	2,094.2	-
DE	Corridor Capacity Preservation	Management	Road	3,874.6	2,000.0
NCC	East 7th Street	Management	Multimodal	500.0	500.0
NCC	Edgemoor Rd Bicycle and Pedestrian Improvements, Governor Printz Blvd to Hay Rd	Management	Bike/Pedestrian	3,697.8	-
NCC	Glasgow Avenue, SR 896 to US 40	Management	Multimodal	3,368.8	-

FY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 21, 2026

Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	MODE	FY 27-30 TOTAL	FY 31-32 TOTAL
NCC	Governor Printz Boulevard Road Diet between US 13 at Philadelphia Pike and East 35th St.	Management	Multimodal	1,000.0	-
NCC	Hares Corner (US 13 and SR 273) Grade Separated Intersection	Management	Multimodal	1,500.0	-
NCC	HSIP NCC, SR 2 (Kirkwood Hwy) and Harmony Rd Intersection Improvements	Management	Multimodal	843.8	-
NCC	HSIP NCC, SR4 and Churchmans Rd Intersection Improvement	Management	Multimodal	189.5	-
NCC	I-95 & SR 896 Interchange Improvements	Management	Multimodal	29,919.2	-
DE	Intersection Improvements	Management	Multimodal	59,050.0	27,950.0
NCC	Maryland Ave. and Monroe St. (Maryland Ave./Monroe St./MLK Area)	Management	Multimodal	800.0	-
CC	Mechanics Valley Bridge CE0042 over CSX Railroad Replacement	Management	Road	16,200.0	-
NCC	N412, Lorewood Grove Road: Jamison Corner Rd to SR 1	Management	Multimodal	3,336.5	-
NCC	Newark Regional Transportation Center	Management	Transit	2,262.4	-
NCC	Old Capitol Trail, Newport Road to Stanton Road	Management	Multimodal	11,371.0	-
NCC	Port Area Truck Parking Facility Near Wilmington	Management	Other	862.5	-
DE	Rail Crossing Safety and Rideability	Management	Road	27,300.0	13,650.0
DE	Recreational Trails	Management	Bike/Pedestrian	4,528.4	2,264.2
DE	Safety Improve (Hazard Elim/HSIP/Sect 154)	Management	Multimodal	167,903.8	64,839.4
NCC	SR4, Harmony Road Intersection Improvements	Management	Multimodal	1,451.2	-
NCC	SR4, Ogletown Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	Management	Multimodal	904.1	-
NCC	SR9, New Castle Ave, Landers Lane to A Street	Management	Multimodal	4,735.0	-
CC	Susquehanna River Rail Bridge	Management	Transit	16,433.3	-
DE	Technology	Management	Other	52,318.0	24,421.8
DE	Traffic Calming	Management	Multimodal	2,000.0	1,000.0
DE	Transportation Alternatives Program	Management	Multimodal	22,996.9	9,150.0
DE	Transportation Management (inc. rideshare and signals)	Management	Multimodal	40,299.7	19,757.4
NCC	US 13 Southbound BBRT Lane	Management	Multimodal	1,400.0	-

FY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 21, 2026

Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	MODE	FY 27-30 TOTAL	FY 31-32 TOTAL
NCC	US 13, Duck Creek to SR1	Management	Multimodal	750.8	-
NCC	US 13: I-495-PA Line	Management	Multimodal	600.0	-
NCC	US 13: US 40 to Memorial Drive Pedestrian Improvements	Management	Bike/Pedestrian	21,569.1	-
NCC	US 40 & SR 896 Improvements	Management	Multimodal	2,064.7	-
NCC	US 40 (Pulaski Hwy) and SR 7 (Bear Christiana Rd) Intersection Improvements	Management	Multimodal	1,000.0	2,050.0
NCC	US 40 between US 13 and MD Line Multimodal Improvements	Management	Bike/Pedestrian	1,000.0	-
NCC	Walnut Street, 3rd Street to 16th Street	Management	Multimodal	10,235.3	-
			Management Total	580,251.2	191,002.7

FY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 21, 2026

Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	MODE	FY 27-30 TOTAL	FY 31-32 TOTAL
NCC	12th St Connector	Expansion	Multimodal	1,334.3	-
CC	Belvidere Road Bridge CE0055 over CSX Railroad Replacement	Expansion	Multimodal	30,000.0	-
CC	Belvidere Road Improvements	Expansion	Multimodal	7,071.0	-
DE	Diamond State Rail Line Study	Expansion	Transit	166.7	-
NCC	Fairplay Station Parking Expansion	Expansion	Transit	200.0	-
NCC	I-295 Northbound from SR141 to US 13	Expansion	Road	2,940.9	-
CC	I-95 at Belvidere Road Interchange	Expansion	Road	10,959.0	-
NCC	N15, Boyds Corner Road, Cedar Lane Road to US 13	Expansion	Multimodal	3,384.3	-
NCC	Reconnecting Communities, I-95 Cap	Expansion	Multimodal	899.8	-
NCC	Southbridge Local Street Network	Expansion	Multimodal	1,200.0	-
NCC	SR 1 at Tybouts Corner	Expansion	Road	4,022.5	1,000.0
NCC	SR 1 Widening: Road A to US40	Expansion	Road	9,046.2	-
NCC	SR 72, McCoy Road to SR 71	Expansion	Multimodal	56.1	-
NCC	SR 896 and Bethel Church Rd Interchange	Expansion	Road	-	4,584.3
DE	Transportation Infrastructure Investment Fund	Expansion	Multimodal	44,540.1	20,000.0
NCC	US 40: Salem Church Road to Walther Road	Expansion	Multimodal	19,495.2	-
			Expansion Total	135,315.9	25,584.3
			Grand Total	2,396,200.8	991,492.1

Integrating the Congestion Management System

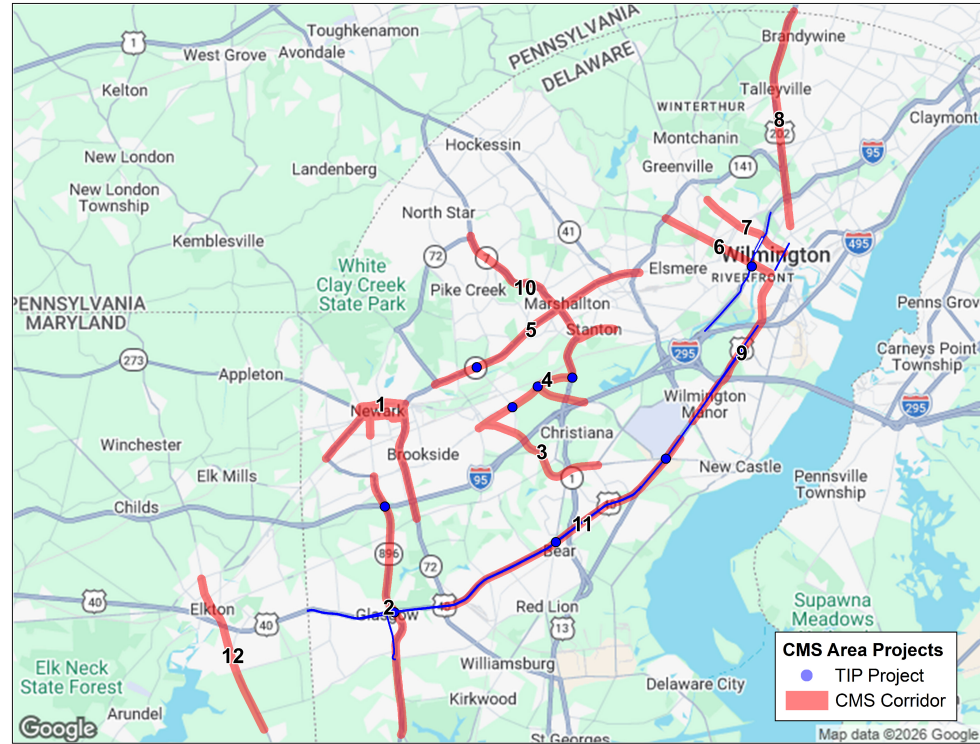
Under federal transportation legislation, metropolitan planning areas are required to develop a system wide congestion management process to assist with identifying, analyzing and addressing congestion in the region. Additionally, in areas that are not in attainment of federal air quality standards, 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 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 21, 2026

#	CMS Area	TIP Projects
1	Newark	none
2	SR 896	Glasgow Avenue, SR 896 to US 40 I-95 and SR896 Interchange US 40 & SR 896 Improvements
3	SR 273	none
4	Churchmans Crossing	HSIP NCC, SR4 and Churchmans Rd Intersection Improvement SR4, Harmony Road Intersection Improvements SR4, Ogletown Stanton Road/SR 7, Christina Stanton Road Phase I, Stanton Split
5	Kirkwood Highway	HSIP NCC, SR 2 (Kirkwood Hwy) and Harmony Rd Intersection Improvements
6	SR 48	Maryland Ave. and Monroe St. (Maryland Ave./Monroe St./MLK Area)
7	SR 52	Reconnecting Communities, I-95 Cap in Wilmington Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge Walnut Street, 3rd Street to 16th Street
8	US 202	none
9	US 13	US 13 Southbound BBRT Lane US 13, US40 to Memorial Drive Pedestrian Improvements
10	SR 7	none
11	US 40	Hares Corner (US 13 and SR 273) Grade Separated Intersection US 40 (Pulaski Hwy) and SR 7 (Bear Christiana Rd) Intersection Improvements US 40 between US 13 and MD Line Multimodal Improvements US 40, Salem Church Road to Walther Road
12	MD 213	none

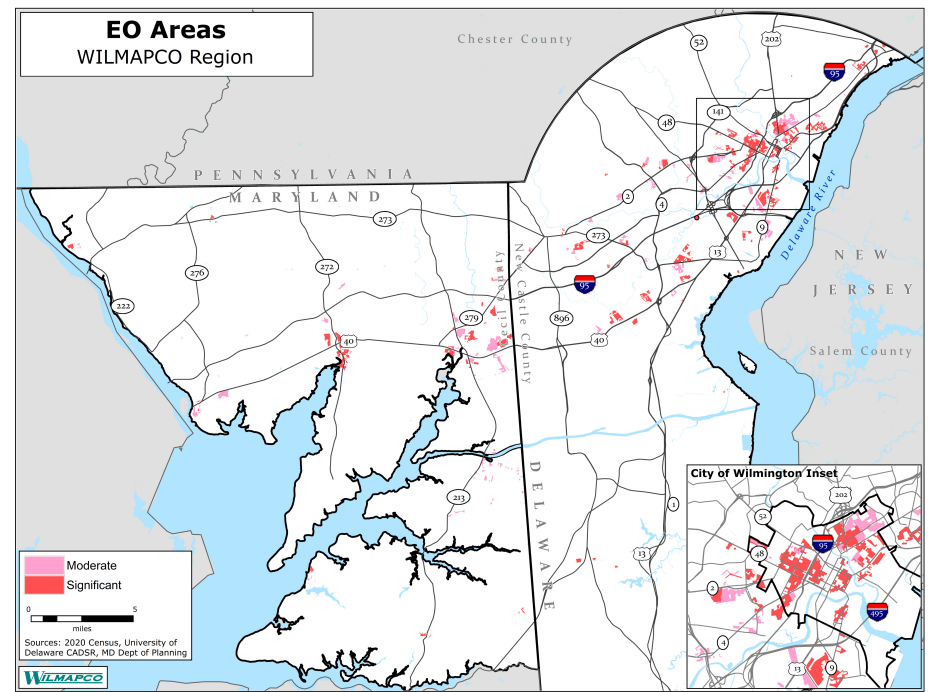
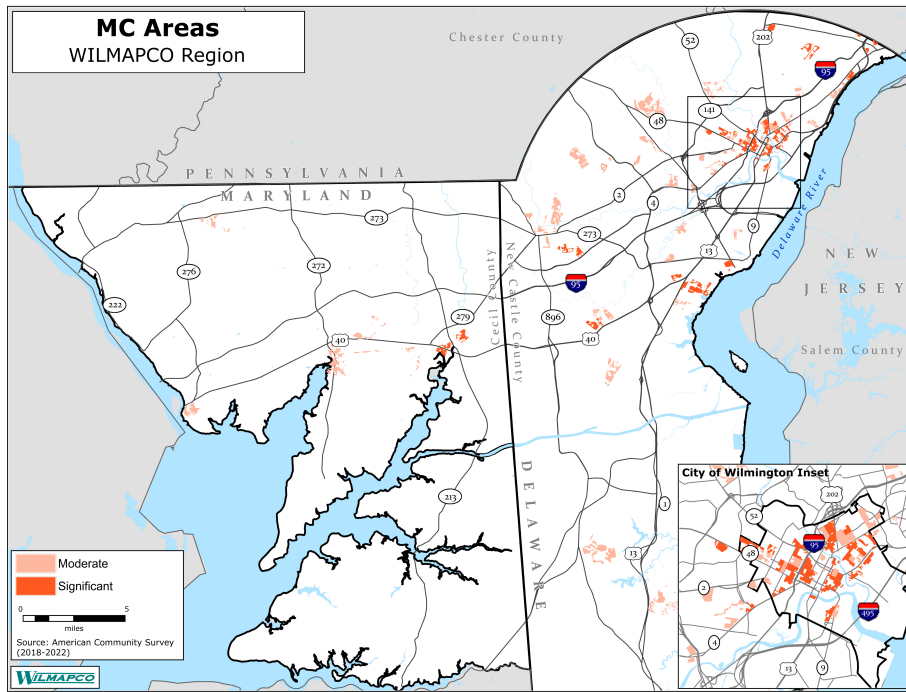
Addressing Mobility Opportunities

Our Mobility Opportunities (MO) initiative identifies barriers in the Wilmington region’s transportation system for economically and mobility constrained populations. We examine the fairness of the existing and planned system, as well as our public engagement processes. Recommendations are made to overcome observed mobility barriers and increase economic opportunity for all.

Our MO initiative exceeds our requirements under Title VI of the Civil Rights Act and the Americans with Disability Act and affirms our commitment to support underrepresented communities in the transportation planning processes, such as providing language assistance to those with limited English proficiency.

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 MO -- including our methodologies for identifying Economic Opportunity (EO, low-income and under resourced racial/ethnic minorities) and Mobility Challenged (seniors, youth, people with disabilities, and households without vehicles) communities -- please visit: www.wilmapco.org/mop.



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

TIP Projects	Mobility Challenged	Economic Opportunity
4th Street, Walnut Street to Adams Street	Significant	Significant
Cecil County Mid-County Transit Hub	Moderate	Significant
East 7th Street	Significant	
Governor Printz Boulevard Road Diet between US 13 at Philadelphia Pike and East 35th St.	Significant	Significant
I-295 Northbound from SR141 to US 13		Significant
Reconnecting Communities, I-95 Cap in Wilmington	Significant	
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	Significant	Significant
Southbridge Local Street Network	Significant	Significant
SR9, New Castle Ave, Landers Lane to A Street	Moderate	Significant
US 13 Southbound BBRT Lane		Significant
Walnut Street, 3rd Street to 16th Street	Significant	Significant

Comparison with FY 2025-2028 TIP

Increased funds compared to prior TIP
 Decreased funds compared to prior TIP
 New in TIP
 Removed from TIP

Changes: FY 2025-2028 TIP (November 2024)
 vs Draft FY 2027-2030 TIP (March 2026)

PROJECT TITLE (All \$ x 1,000)	FY 2027 TOTAL	FY 2028 TOTAL	FY 2029 TOTAL	FY 2030 TOTAL	FY 27-30 TOTAL	FY 31-32 TOTAL
DELAWARE- STATEWIDE						
ADCMS Grant-Connected Machinery	(3,038.0)	(1,302.0)	-	-	(4,340.0)	-
Aeronautics, Statewide	-	-	-	-	-	-
Bicycle and Pedestrian Improvements/Ped ADA	(5,278.3)	800.0	(500.0)	-	(4,978.3)	1,500.0
Bridge Program	19,537.8	(12,078.5)	(31,648.3)	(28,506.1)	(52,695.1)	(517.5)
Carbon Reduction Program	(89.5)	1,986.5	(5,497.0)	(3,900.0)	(7,500.0)	-
Community Transportation Fund/CTF Subdivision Paving	(16,606.0)	20,000.0	20,000.0	20,000.0	43,394.0	2,320.0
Corridor Capacity Preservation	(125.4)	-	-	-	(125.4)	-
Delaware Climate Challenge	(390.0)	-	-	-	(390.0)	-
Diamond State Rail Line Study	(0.0)	(166.7)	(166.7)	-	(333.3)	-
Electric Vehicle Program	(2,542.7)	(7,160.0)	(2,960.0)	340.0	(12,322.7)	-
Engineering & Contingency/Education & Training	(8,528.3)	1,002.2	2,379.7	(470.3)	(5,616.6)	(407.6)
Environmental Improvements	(14,791.2)	(10,632.0)	(9,762.1)	(2,432.0)	(37,617.3)	650.0
Equipment	(7,708.0)	3,000.0	3,000.0	3,000.0	1,292.0	3,000.0
Intersection Improvements	400.0	(250.0)	(875.0)	(875.0)	(1,600.0)	-
Materials & Minor Contracts	(3,064.6)	(2,475.0)	250.0	250.0	(5,039.6)	-
Mileage-Based User Fee	(8,164.8)	(2,064.5)	(2,064.5)	-	(12,293.8)	-
Municipal Street Aid	-	-	-	-	-	-
National Roadways Network Pilot	(1.9)	-	-	-	(1.9)	-

FY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 21, 2026

Increased funds compared to prior TIP
 Decreased funds compared to prior TIP
 New in TIP
 Removed from TIP

Changes: FY 2025-2028 TIP (November 2024)
 vs Draft FY 2027-2030 TIP (March 2026)

PROJECT TITLE (All \$ x 1,000)	FY 2027 TOTAL	FY 2028 TOTAL	FY 2029 TOTAL	FY 2030 TOTAL	FY 27-30 TOTAL	FY 31-32 TOTAL
DELAWARE- STATEWIDE						
Non-Bridge Structures	(2,424.6)	(4,627.5)	1,433.1	3,003.7	(2,615.2)	1,599.5
Paving & Rehabilitation	(3,620.7)	9,000.0	(6,000.0)	6,000.0	5,379.3	12,200.0
Planning	(2,316.8)	(1,606.6)	(298.0)	-	(4,221.3)	870.4
Rail Crossing Safety and Rideability	(1,485.0)	-	-	-	(1,485.0)	-
Rail Preservation Maintenance Program	250.0	-	-	-	250.0	-
Ranked Project Funding	-	6,660.0	32,185.4	62,545.5	101,390.9	34,100.0
Recreational Trails	(1,148.5)	-	-	-	(1,148.5)	-
Resiliency and Sustainability Program	13,430.8	11,800.0	6,284.2	-	31,515.0	-
Safety Improve (Hazard Elim/HSIP/Sect 154)	(17,965.0)	20,775.8	11,482.3	(31,185.0)	(16,891.9)	3,550.0
Signage & Pavement Markings	(2,000.0)	(2,500.0)	-	-	(4,500.0)	-
Slope Stabilization	(3,000.0)	(3,000.0)	-	-	(6,000.0)	-
STIC Incentive Program	156.3	156.3	156.3	156.3	625.0	31.3
Technology	(3,628.0)	(4,897.5)	1,995.0	1,995.0	(4,535.5)	2,000.0
Traffic Calming	(41.1)	-	-	-	(41.1)	-
Transit Facilities, Statewide	(3,682.1)	(3,798.4)	(1,659.5)	(206.0)	(9,346.0)	-
Transit Vehicles Replace & Refurbish, Statewide	(4,400.2)	21,361.6	-	-	16,961.4	470.0
Transportation Alternatives Program	(48.2)	(1,030.8)	-	-	(1,079.0)	-
Transportation Facilities, Statewide	(17,631.5)	(5,171.0)	(4,625.0)	(200.0)	(27,627.5)	1,250.0
Transportation Infrastructure Investment Fund	7,000.0	7,540.1	3,000.0	2,459.9	20,000.0	-
Transportation Management (inc. rideshare and signals)	(2,323.9)	(2,175.0)	(1,075.0)	(290.0)	(5,863.9)	780.0

FY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 21, 2026

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PROJECT TITLE (All \$ x 1,000)	FY 2027 TOTAL	FY 2028 TOTAL	FY 2029 TOTAL	FY 2030 TOTAL	FY 27-30 TOTAL	FY 31-32 TOTAL
NEW CASTLE COUNTY						
12th St Connector	361.6	-	-	-	361.6	-
4th Street, Walnut Street to Adams Street	68.5	-	-	-	68.5	-
Bear Road and Reybold Drive Intersection Improvements	(719.4)	(2,770.5)	83.3	-	(3,406.5)	-
Bunker Hill Road at Sand Hill Drive/Merrimac Avenue Intersection Improvements	-	500.0	-	(500.0)	-	-
Churchman's Crossing Fairplay Station Parking Expansion	(876.7)	-	-	-	(876.7)	-
Fairplay Station Parking Expansion	(400.0)	-	-	-	(400.0)	-
Claymont Rail Station Decommissioning	(955.1)	1,000.0	1,000.0	-	1,044.9	-
Denny Road and Lexington Parkway Intersection Improvements	(197.8)	-	-	-	(197.8)	-
East 7th Street	-	-	-	500.0	500.0	500.0
Edgemoor Rd Bicycle and Pedestrian Improvements, Governor Printz Blvd to Hay Rd	1,945.2	(1,500.0)	-	-	445.2	-
Garasches Lane, Wilmington	(430.8)	-	-	-	(430.8)	-
Glasgow Avenue, SR 896 to US 40	543.1	1,400.0	(100.0)	(850.0)	993.1	-
Governor Printz Boulevard Road Diet between US 13 at Philadelphia Pike and East 35th St.	-	500.0	500.0	(500.0)	500.0	(500.0)
Hares Corner (US 13 and SR 273) Grade Separated Intersection	-	750.0	(750.0)	(1,500.0)	(1,500.0)	-
HSIP NCC, Old Baltimore Pike and Salem Church Road	-	(200.0)	(400.0)	(200.0)	(800.0)	-
HSIP NCC, SR 2 (Kirkwood Hwy) and Harmony Rd Intersection Improvements	243.8	600.0	-	-	843.8	-
HSIP NCC, SR4 and Churchmans Rd Intersection Improvement	189.5	-	-	-	189.5	-
I-295 Northbound from SR141 to US 13	(10,838.2)	(14,200.0)	(1,278.6)	-	(26,316.8)	-
I-95 & SR 896 Interchange Improvements	(83,219.1)	(60,763.5)	-	-	(143,982.6)	-
Maryland Ave. and Monroe St. (Maryland Ave./Monroe St./MLK Area)	-	-	-	-	-	-
N15, Boyds Corner Road, Cedar Lane Road to US 13	(1,521.2)	1,800.0	79.0	(2,000.0)	(1,642.2)	-
N412, Lorewood Grove Road: Jamison Corner Rd to SR 1	(470.0)	(1,216.9)	(1,013.5)	(2,000.0)	(4,700.3)	-

FY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

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NEW CASTLE COUNTY						
Newark Regional Transportation Center	(2,516.8)	(462.4)	262.4	-	(2,716.8)	-
Northeast Corridor Allocation Policy	(100.0)	-	-	-	(100.0)	-
Old Capitol Trail, Newport Road to Stanton Road	318.9	988.0	(2,000.0)	-	(693.1)	-
Port Area Truck Parking Facility Near Wilmington	-	431.3	-	(431.3)	-	-
Poosum Park Road and Old Poosum Park Road Intersection	(150.0)	-	-	-	(150.0)	-
Reconnecting Communities, I-95 Cap	(100.2)	(1,500.0)	-	-	(1,600.2)	-
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	(25,837.9)	(6,593.6)	(86.3)	(84.3)	(32,602.0)	-
Sears Boulevard Extension	(540.4)	-	-	-	(540.4)	-
Shared Use Path, S. Church St to S. Walnut St, Wilmington	(100.0)	(1,251.3)	(1,251.3)	-	(2,602.6)	-
South Wilmington Infrastructure Improvements	(10,000.0)	-	-	-	(10,000.0)	-
Southbridge Local Street Network	200.0	200.0	(200.0)	(200.0)	-	(2,500.0)
SR 1 at Tybouts Corner	(718.9)	(1,062.8)	(799.2)	1,000.0	(1,581.0)	-
SR 1 Widening: Road A to US40	(148.1)	(1,793.2)	(2,053.8)	(2,700.0)	(6,695.1)	-
SR 2 / Red Mill Road Intersection Improvements	(730.5)	-	-	-	(730.5)	-
SR 299, SR 1 to Catherine Street	(3,594.5)	-	-	-	(3,594.5)	-
SR 4, Christina Parkway: SR 2 to SR 896	(869.3)	(206.2)	-	-	(1,075.5)	-
SR 72, McCoy Road to SR 71	(7,652.5)	-	-	-	(7,652.5)	-
SR 896 and Bethel Church Rd Interchange	(2,563.1)	(2,200.0)	-	-	(4,763.1)	-
SR 896: South College Ave Gateway	(502.4)	(41.1)	-	-	(543.4)	-
SR 896 Widening, US 40 to I-95	-	-	-	-	-	-
SR9, New Castle Ave, Landers Lane to A Street	(1,934.1)	(1,150.0)	85.0	(15,000.0)	(17,999.1)	(293.9)
SR 9, River Road Area Improvements, Flood Remediation	(497.2)	(160.0)	(250.0)	-	(907.2)	-

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NEW CASTLE COUNTY						
SR1 and US 13 Southbound Merge	(1,097.9)	-	-	-	(1,097.9)	-
SR4, Harmony Road Intersection Improvements	(185.0)	(599.6)	-	-	(784.6)	-
SR4, Ogletown Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	(440.1)	(525.0)	129.1	25.0	(810.9)	-
St. Annes Church Road at SR 71 Intersection Improvements	-	-	-	(500.0)	(500.0)	-
Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	(14,225.9)	(512.0)	6,085.2	(6,175.0)	(14,827.8)	-
Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	(1,518.2)	(7,681.6)	-	2,698.9	(6,500.8)	-
Transit Facilities, New Castle County (Beech St, Wilm, and Mid County)	3,736.8	(5,106.5)	(3,106.5)	-	(4,476.1)	-
Transit Preventive Maintenance, NCC	(3,750.0)	250.0	-	-	(3,500.0)	-
Tweed's Mill Parking Garage	(1,900.0)	-	-	-	(1,900.0)	-
Tyler McConnell Bridge, SR 141: Montchanin Rd — Alapocas Rd	-	-	-	-	-	-
US 13 Southbound BBRT Lane	(591.8)	-	-	-	(591.8)	-
US 13, Duck Creek to SR1	(250.0)	(0.8)	0.8	250.0	-	(425.0)
US 13: I-495-PA Line	(300.0)	-	300.0	-	-	-
US 13: US 40 to Memorial Drive Pedestrian Improvements	7,401.1	(2,242.0)	(11,602.5)	(3,038.5)	(9,481.9)	-
US 301, Maryland State Line to SR 1	(16,873.2)	-	-	-	(16,873.2)	-
US 40 (Pulaski Hwy) and SR 7 (Bear Christiana Rd) Intersection Improvements	(1,366.7)	(1,300.0)	(1,200.0)	400.0	(3,466.7)	-
US 40 & SR 896 Improvements	(1,182.6)	204.7	160.0	-	(817.9)	-
US 40 between US 13 and MD Line Multimodal Improvements	500.0	500.0	(500.0)	(500.0)	-	-
US 40: Salem Church Road to Walther Road	3,407.4	5,115.5	(8,500.0)	(7,500.0)	(7,477.1)	-
Walnut Street, 3rd Street to 16th Street	135.3	5,000.0	5,100.0	-	10,235.3	-
Wilmington Transit Corridors Improvement	(2,417.7)	(3,432.2)	(5,500.0)	-	(11,349.9)	-

FY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

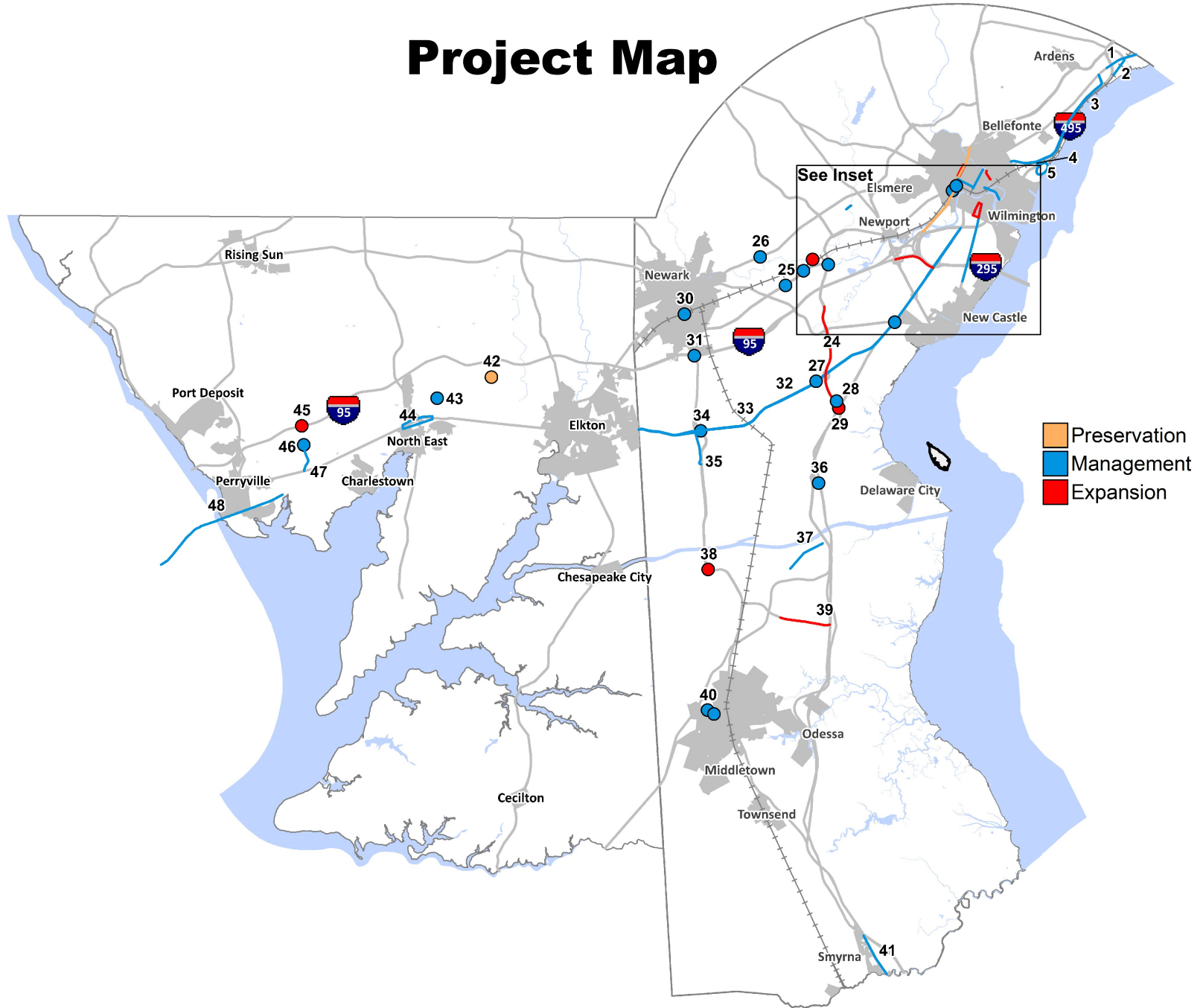
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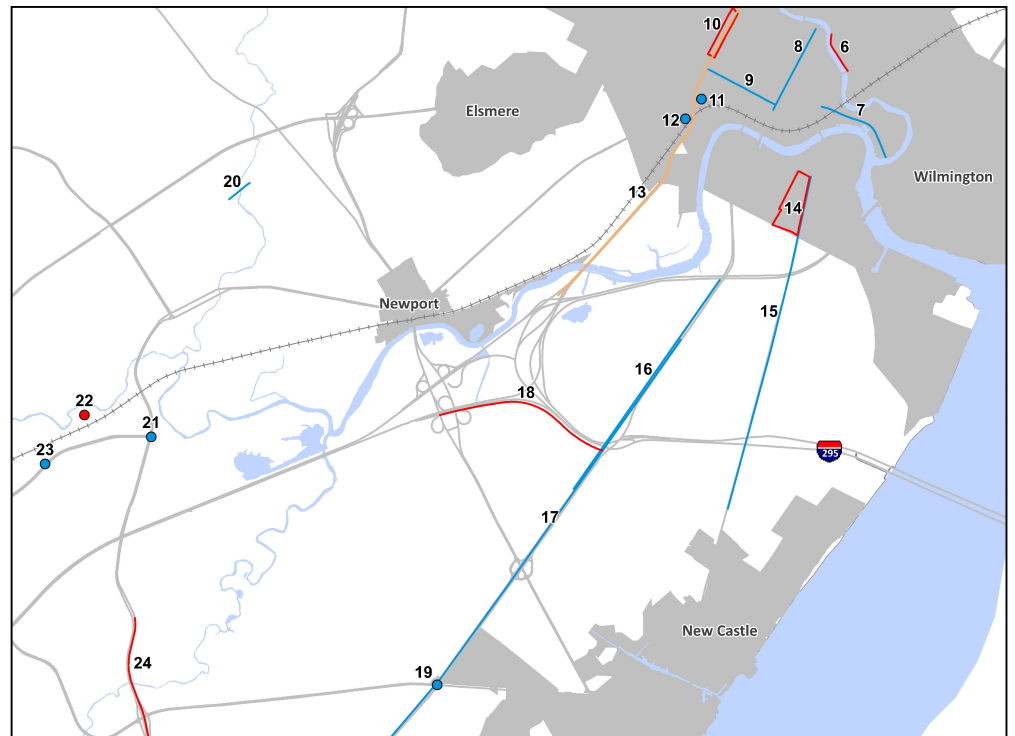
PROJECT TITLE (All \$ x 1,000)	FY 2027 TOTAL	FY 2028 TOTAL	FY 2029 TOTAL	FY 2030 TOTAL	FY 27-30 TOTAL	FY 31-32 TOTAL
CECIL COUNTY						
Areawide Bridge Replacement and Rehabilitation	2,800.0	2,800.0	(850.0)	(700.0)	4,050.0	-
Areawide Congestion Management	200.0	200.0	(375.0)	(375.0)	(350.0)	-
Areawide Environmental Projects	200.0	200.0	(1,475.0)	(1,475.0)	(2,550.0)	-
Areawide Resurfacing and Rehabilitation	(1,000.0)	2,000.0	(2,350.0)	(2,350.0)	(3,700.0)	-
Areawide Safety and Spot Improvements	25.0	25.0	(2,550.0)	(2,550.0)	(5,050.0)	-
Areawide Urban Street Reconstruction	4,665.0	4,665.0	2,665.0	2,665.0	14,660.0	-
Belvidere Road Bridge CE0055 over CSX Railroad Replacement	30,000.0	-	-	-	30,000.0	-
Belvidere Road Improvements	7,071.0	-	-	-	7,071.0	-
Cecil County Mid-County Transit Hub	1,741.0	2,600.0	2,501.0	2,600.0	9,442.0	-
Cecil County Transit	(82.0)	(81.0)	(82.0)	(81.0)	(326.0)	-
Deaver Road Bridge Replacement over CSX Railroad	1,800.0	5,500.0	-	-	7,300.0	-
Elkton MARC Station	(538.0)	-	-	-	(538.0)	-
Granite Avenue over Rock Run (illustrative)	-	-	-	-	-	-
I-95 at Belvidere Road Interchange	(15,950.0)	(6,597.0)	51.0	-	(22,496.0)	-
Mechanics Valley Bridge CE0042 over CSX Railroad Replacement	16,200.0	-	-	-	16,200.0	-
National Electric Vehicle Infrastructure (NEVI) Program	87.0	(80.0)	(162.0)	63.0	(92.0)	-
Red Toad Road over CSX Railroad (illustrative)	-	-	-	-	-	-
Susquehanna River Rail Bridge	5,233.3	3,733.3	3,733.3	3,733.3	16,433.3	-
Transportation Alternatives Program—Cecil County	(94.1)	(94.1)	(94.1)	(94.1)	(376.4)	-
Delaware Statewide Subtotal	(95,269.4)	39,147.0	15,035.0	31,686.0	(9,401.4)	63,396.0
New Castle County Subtotal	(185,232.0)	(99,231.7)	(26,806.9)	(38,805.1)	(350,075.6)	(3,218.9)
Cecil County Subtotal	52,358.2	14,871.2	1,012.2	1,436.2	69,677.9	-
TOTAL	(228,143.1)	(45,213.4)	(10,759.7)	(5,682.8)	(289,799.1)	60,177.1

Project Map



- ID** **Project**
- 1 US13: I-495 to PA Line
- 2 Claymont Rail Station Decommissioning
- 3 Governor Printz Boulevard Road Diet between US 13 at Philadelphia Pike and East 35th St.
- 4 Edgemoor Rd Bicycle and Pedestrian Improvements, Governor Printz Blvd to Hay Rd
- 5 Port Area Truck Parking Facility Near Wilmington
- 6 12th Street Connector
- 7 East 7th Street
- 8 Walnut Street, 3rd Street to 16th Street
- 9 4th Street, Walnut Street to Adams Street
- 10 Reconnecting Communities, I-95 Cap in Wilmington
- 11 Maryland Ave. and Monroe St. (Maryland Ave./Monroe St./MLK Area)
- 12 Beech St Maintenance Building
- 13 Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge
- 14 Southbridge Local Street Network
- 15 SR9, New Castle Ave, Landers Lane to A Street
- 16 US 13 Southbound BBRT Lane
- 17 US13, US40 to Memorial Drive Pedestrian Improvements
- 18 I-295 Northbound from SR141 to US 13
- 19 Hares Corner (US 13 and SR 273) Grade Separated Intersection
- 20 Old Capitol Trail, Newport Road to Stanton Road
- 21 SR4, Ogletown Stanton Road/SR 7, Christina Stanton Road Phase I, Stanton Split
- 22 Fairplay Station Parking Expansion
- 23 HSIP NCC, SR4 and Churchmans Rd Intersection Improvement
- 24 SR 1 Widening: Road A to US40
- 25 SR4, Harmony Road Intersection Improvements
- 26 HSIP NCC, SR 2 (Kirkwood Hwy) and Harmony Rd Intersection Improvements
- 27 US 40 (Pulaski Hwy) and SR 7 (Bear Christiana Rd) Intersection Improvements
- 28 Bear Road and Reybold Drive Intersection Improvements
- 29 SR 1 at Tybouts Corner
- 30 Newark Regional Transportation Center
- 31 I-95 and SR896 Interchange
- 32 US 40, Salem Church Road to Walther Road
- 33 US 40 between US 13 and MD Line Multimodal Improvements

- ID** **Project**
- 34 US 40 & SR 896 Improvements
- 35 Glasgow Avenue, SR 896 to US 40
- 36 Mid-County Driver Training Facility
- 37 N412, Lorewood Grove Road: Jamison Corner Rd to SR 1
- 38 SR 896 and Bethel Church Rd Interchange
- 39 N15, Boyds Corner Road, Cedar Lane Road to US 13
- 40 Bunker Hill Road at Sand Hill Drive/Merrimac Avenue Intersection Improvements
- 41 US13, Duck Creek to SR1
- 42 Deaver Road Bridge Replacement over CSX Railroad
- 43 Mechanics Valley Bridge CE0042 over CSX Railroad Replacement
- 44 Cecil County Mid-County Transit Hub
- 45 I-95 / Belvidere Rd Interchange
- 46 Belvidere Road Bridge CE0055 Over CSX Railroad Replacement
- 47 Planning and Design for Belvidere Road Improvements
- 48 Susquehanna River Rail Bridge



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 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM DRAFT March 2026


GARASCHE 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.

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
Functional Program: Road Management
Year Initiated: FY 2012]




Project Title (\$ x 1,000)	Phase	Current Estimate	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY 27-30	TOTAL FY 31-32
Garasches Lane, Wilmington	PE	524	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Shared Use Path, S. Church St to S. Walnut	ROW	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Southbridge Local Street Network	ROW	1,100	600	-	-	500	-	-	-	-	-	-	-	-	1,100	-
	C	100	-	-	-	100	-	-	-	-	-	-	-	-	100	-
	C	5,000	-	-	-	-	-	2,500	-	-	-	2,500	-	-	5,000	-
Total		6,665	600	-	-	600	-	-	2,500	-	-	2,500	-	-	6,200	-

Z230 - Surface Transportation Block Grant Program - FIST

NEW CASTLE COUNTY SYSTEM MANAGEMENT 2-11



Funding Program
DOT funding category

Functional categories are:

- Program Development** – Identify a need and decide on a solution
- Preservation** – Maintain an existing facility or service
- Management** – Enhance existing facility or service to sustain an acceptable level of service
- Expansion** – New or expanded services and infrastructure

Federal funding category

Phases:

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

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.

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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
Bridge Program	PD	168	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	77,722	2,249	2,480	-	1,171	1,689	-	1,127	1,328	-	-	25	-	10,070	400
	ROW	6,962	143	190	-	16	234	-	80	40	-	-	160	-	863	-
	CE	44,422	619	8,635	-	87	4,345	-	-	1,500	-	-	1,449	-	16,635	200
	C	759,525	7,795	67,327	-	8,660	59,481	800	9,300	59,598	-	7,300	42,500	-	262,761	143,178
	Traffic	1,218	-	495	-	-	464	-	-	92	-	-	-	-	1,052	-
	Utilities	2,659	32	944	-	-	200	-	-	-	-	-	-	-	1,176	-
	Environmental	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Program Fundi	25,330	400	-	-	500	-	-	500	-	-	-	600	-	2,000	-
	Contingency	49,387	254	6,866	-	730	6,933	-	-	550	-	-	500	-	15,832	1,109
	Maintenance	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Rail Road	1,338	27	109	-	-	-	-	-	-	-	-	-	-	136	-
Other(MGMT)	41,436	1,556	4,514	-	1,204	3,341	-	1,240	3,465	-	1,280	3,625	-	20,225	8,639	
Non-Bridge Structures	PE	8,884	140	560	-	10	40	-	-	-	-	-	-	-	750	-
	ROW	128	-	-	-	10	40	-	-	-	-	-	-	-	50	-
	CE	3,772	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	17,329	-	-	-	-	-	-	500	2,000	-	700	2,800	-	6,000	-
	Traffic	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	112	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Program Fundi	7,096	-	-	-	-	-	-	50	-	-	96	-	-	146	5,000
	Environmental	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	8,518	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Other(MGMT)	52,230	1,013	4,054	-	918	3,671	-	940	3,760	-	940	3,760	-	19,056	4,700
Total		1,109,068	14,228	96,174	-	13,305	80,438	800	13,738	72,334	-	10,916	54,819	-	356,751	163,226

FY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 21, 2026

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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
Community Transportation Program	Program Funding	269,641	-	-	17,680	-	-	17,680	-	-	17,680	-	-	17,680	70,720	35,360
Subdivision Street Pavement Management Fund	Program Funding	90,606	30,000	-	-	30,000	-	-	30,000	-	-	30,000	-	-	120,000	60,000
Total		360,247	30,000	-	17,680	30,000	-	17,680	30,000	-	17,680	30,000	-	17,680	190,720	95,360

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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY 27-30	TOTAL FY 31-32
Heavy Equipment Program	Program Funding	86,433	10,000	-	-	10,000	-	-	10,000	-	-	10,000	-	-	40,000	20,000
Total		86,433	10,000	-	-	10,000	-	-	10,000	-	-	10,000	-	-	40,000	20,000

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) regarding 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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
Materials and Minor Contracts	Program Funding	92,550	11,750	-	-	11,750	-	-	12,000	-	-	12,000	-	-	47,500	24,000
	PE	650	33	293	-	-	-	-	-	-	-	-	-	-	325	-
	C	7,250	68	608	-	100	900	-	100	900	-	100	900	-	3,675	2,000
Total		100,450	11,850	900	-	11,850	900	-	12,100	900	-	12,100	900	-	51,500	26,000

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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY 27-30	TOTAL FY 31-32
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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
Paving and Rehabilitation	C Program Funding	146,006 385,614	- 36,000	38,000 -	- -	- 30,000	35,000 -	- -	- 35,000	15,000 -	- -	- 35,000	15,000 -	- -	103,000 136,000	62,000 38,000
Total		531,621	36,000	38,000	-	30,000	35,000	-	35,000	15,000	-	35,000	15,000	-	239,000	100,000

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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY 27-30	TOTAL FY 31-32
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

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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
Transit Facilities Minor Capital Program	Program Funding	10,763	850	-	-	850	-	-	850	-	-	850	-	-	3,400	1,700
	C	3,427	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Systems Equipment Program	Procurement	2,532	250	-	-	205	-	-	200	-	-	200	-	-	855	400
Automated/Dynamic Paratransit Scheduling	Procurement	1,240	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	IT Development	5,975	-	1,410	-	-	-	-	-	-	-	-	-	-	1,410	-
Total		23,936	1,100	1,410	-	1,055	-	-	1,050	-	-	1,050	-	-	5,665	2,100

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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY 27-30	TOTAL FY 31-32
Transportation Facilities - Administration	Program Funding	25,500	1,500	-	-	1,000	-	-	1,000	-	-	800	-	-	4,300	4,500
Transportation Facilities - Operations	Program Funding	72,716	6,125	-	-	2,000	-	-	2,000	-	-	2,000	-	-	12,125	4,000
	C	4,962	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		103,178	7,625	-	-	3,000	-	-	3,000	-	-	2,800	-	-	16,425	8,500

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

FY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 21, 2026

Project Title (\$ x 1,000)	Phase	Current Estimate	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
Job Access Reverse Commute (JARC) Program	Program Funding	4,091	-	341	341	-	341	341	-	341	341	-	341	341	2,727	1,364
Maintenance Equipment and Tools (Transit) Program	Procurement	1,238	200	-	-	200	-	-	200	-	-	200	-	-	800	400
New Freedom Program Statewide 50/50	Planning	4,432	-	369	369	-	369	369	-	369	369	-	369	369	2,955	1,477
Transit Vehicle Replacement 5310 Program - Statewide	Procurement	9,079	-	573	-	-	573	-	-	573	-	-	573	-	2,293	1,146
Transit Systems Statewide Support Vehicles	Procurement	3,271	-	-	-	-	-	-	-	-	-	-	-	-	-	940
Transit Vehicle Replacement, 40' Hybrid Buses (22), Statewide, FY22 Award (85/15)	Procurement	12,941	-	-	-	-	12,941	-	-	-	-	-	-	-	12,941	-
Transit Vehicle Replacement, 40' Hybrid Buses (22), Statewide, FY23 Award (85/15)	Procurement	10,283	-	-	-	1,542	8,741	-	-	-	-	-	-	-	10,283	-
Transit Vehicle Replacement, 40' Hybrid Buses (22), Statewide, FY23 Award (80/20)	Procurement	671	-	-	-	-	671	-	-	-	-	-	-	-	671	-
Total		46,008	200	1,284	710	1,742	23,637	710	200	1,284	710	200	1,284	710	32,671	5,328

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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
Aeronautics Planning	Program Funding	1,260	21	189	-	21	189	-	21	189	-	21	189	-	840	420
Aeronautics Program Development	Program Funding	6,375	1,000	-	-	1,000	-	-	1,000	-	-	1,000	-	-	4,000	2,000
Total		7,635	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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY 27-30	TOTAL FY 31-32
Bicycle, Pedestrian and other Improvements	PE	700	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	2,804	-	300	-	-	-	-	-	-	-	-	-	-	300	-
	ROW	700	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	26,500	200	800	-	-	-	-	-	-	-	-	-	-	1,000	15,000
	C	17,176	-	5,067	-	-	7,500	-	-	7,500	-	-	7,500	-	27,567	-
Pedestrian ADA Accessibility	Program Funding	27,851	3,000	-	-	3,000	-	-	3,000	-	-	3,000	-	-	12,000	6,000
Pedestrian Issue (RPI) and Safe Routes to School (SRTS) Improvements	Program Funding	1,739	500	-	-	-	-	-	-	-	-	-	-	-	500	-
Total		77,470	3,700	6,167	-	3,000	7,500	-	3,000	7,500	-	3,000	7,500	-	41,367	21,000

Z400 - Congestion Mitigation 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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
Corridor Capacity Preservation	ROW	29,032	875	-	-	1,000	-	-	1,000	-	-	1,000	-	-	3,875	2,000
Total		29,032	875	-	-	1,000	-	-	1,000	-	-	1,000	-	-	3,875	2,000

INTERSECTION IMPROVEMENTS

DESCRIPTION: Funding is requested for the identification, design, review, and construction of operational and safety initiatives and improvements accomplished through strategic planning, design, and/or the installation or modification of traffic control (signal) systems and other related devices.

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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
Intersection	C	31,318	1,190	5,460	-	1,050	4,200	-	875	3,500	-	875	3,500	-	20,650	8,750
Improvements	Program Funding	60,140	9,000	-	600	9,000	-	600	9,000	-	600	9,000	-	600	38,400	19,200
Total		91,458	10,190	5,460	600	10,050	4,200	600	9,875	3,500	600	9,875	3,500	600	59,050	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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
Rail Crossing Safety	C	44,000	4,700	2,025	-	4,700	2,025	-	4,700	2,025	-	4,700	2,025	-	26,900	13,450
Statewide Railroad Rideability Program	Utilities	600	100	-	-	100	-	-	100	-	-	100	-	-	400	200
Ranked Project Funding	ROW C	3,295 35,649	- -	- -	- -	- 3,000	- 3,660	- -	- 6,500	- 26,400	- -	- 32,500	- 30,300	- -	- 102,360	12,200 125,880
Total		83,543	4,800	2,025	-	7,800	5,685	-	11,300	28,425	-	37,300	32,325	-	129,660	151,730

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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
Recreational Trails	C	7,941	-	906	226	-	906	226	-	906	226	-	906	226	4,528	2,264
Total		7,941	-	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 / Highway Safety Improvement 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.
- **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 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 21, 2026

Project Title (\$ x 1,000)	Phase	Current Estimate	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
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	18,211	199	1,795	-	199	1,795	-	199	1,795	-	199	1,795	-	7,978	3,989
	Program Funding	4,308	650	-	-	650	-	-	650	-	-	650	-	-	2,600	1,300
Highway Safety Improvement Program	PD	207	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	48,005	3,257	3,770	-	3,269	2,668	-	4,510	2,000	-	910	1,000	-	21,383	2,100
	ROW	44,215	2,775	4,200	-	5,430	2,500	-	5,505	1,100	-	1,900	475	-	23,885	2,875
	CE	13,525	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	206,640	6,283	5,100	579	15,350	12,346	-	21,700	16,164	-	5,850	9,930	-	93,302	46,387
	Traffic	4,801	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	2,222	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Program Funding	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61
	Contingency	15,508	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Environmental Rail Road	20 -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Section 154 Penalty Transfer (Sanction) Program	PE	320	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	25,287	-	4,909	-	-	2,409	-	-	2,409	-	-	2,409	-	12,136	4,818
Total		425,647	14,380	24,513	579	26,114	26,457	-	33,780	28,207	-	10,725	20,348	-	185,102	73,438

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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
Signage and Pavement Markings	C Program Funding	21,562 37,931	- 3,733	2,938 -	- -	- 3,733	2,938 -	- -	- 3,733	2,938 -	- -	- 3,733	2,938 -	- -	11,750 14,933	5,875 7,466
Total		59,492	3,733	2,938	-	3,733	2,938	-	3,733	2,938	-	3,733	2,938	-	26,683	13,341

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:

- **Delaware Climate Challenge** – Provide funding for highway projects to use sustainable construction materials.
- **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** – Provide funding for a variety of resilience and climate-related programs to address vulnerabilities within and/or impacting the transportation network.
- 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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
Delaware Climate Challenge	Other(MGMT)	390	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Carbon Reduction Program	PE	3,550	-	1,200	-	-	200	-	-	-	-	-	-	-	1,400	-
	C	17,583	-	5,297	-	-	7,187	-	-	-	-	-	-	-	12,484	-
	Program Funding	250	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Electric Vehicle Program	Planning	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PD	360	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	18,408	2,000	3,766	942	-	340	-	-	340	-	-	340	-	7,728	-
	Other(MGMT)	2,092	-	874	-	-	-	-	-	-	-	-	-	-	874	-
Resiliency and Sustainability Program	PD	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Planning	350	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	25,409	-	6,100	-	-	6,100	-	-	6,284	-	-	-	-	18,484	-
	Program Funding	17,137	7,331	-	-	5,700	-	-	-	-	-	-	-	-	13,031	-
Total		85,594	9,331	17,237	942	5,700	13,827	-	-	6,624	-	-	340	54,000	-	

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

Project Title (\$ x 1,000)	Phase	Current Estimate	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
Disadvantaged Business Enterprise Supportive Services Program	Other(MGMT)	268	-	45	-	-	45	-	-	45	-	-	45	-	179	89
DMV Modernization Program	IT Development	1,000	400	-	-	-	-	-	-	-	-	-	-	-	400	-
Mileage Based User Fee Phase VI	Other(MGMT)	4,703	67	1,501	-	-	-	-	-	-	-	-	-	-	1,568	-
	PD	1,490	-	497	-	-	-	-	-	-	-	-	-	-	497	-
Prioritization Process Pilot Program (PPPP) Grant	Planning	865	-	358	-	-	358	-	-	-	-	-	-	-	715	-
Information Technology Initiatives Program	Program Funding	92,000	12,000	-	-	12,000	-	-	12,000	-	-	12,000	-	-	48,000	24,000
On the Job Training / Supportive Services	Other(MGMT)	600	-	100	-	-	100	-	-	100	-	-	100	-	400	200
Summer Transportation Institute Program	Other(MGMT)	413	14	55	-	14	50	-	14	50	-	14	50	-	260	133
DMV Toll Equipment Upgrade	Program Funding	1,000	300	-	-	-	-	-	-	-	-	-	-	-	300	-
Total		102,339	12,780	2,555	-	12,014	552	-	12,014	195	-	12,014	195	-	52,318	24,422

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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY 27-30	TOTAL FY 31-32
Traffic Calming	Program Funding	3,041	500	-	-	500	-	-	500	-	-	500	-	-	2,000	1,000
Total		3,041	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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY 27-30	TOTAL FY 31-32
Transportation Infrastructure Investment Fund	Program Funding	64,540	7,000	-	5,000	7,540	-	5,000	5,000	-	5,000	5,000	-	5,000	44,540	10,000
Total		64,540	7,000	-	5,000	7,540	-	5,000	5,000	-	5,000	5,000	-	5,000	44,540	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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
Transportation Alternatives Program	PE	7,025	130	520	-	175	700	-	175	700	-	175	700	-	3,275	1,750
	C	32,125	1,124	4,195	1,009	790	4,195	1,009	790	2,360	550	790	2,360	550	19,722	7,400
Total		39,150	1,254	4,715	1,009	965	4,895	1,009	965	3,060	550	965	3,060	550	22,997	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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
Traffic Signal Revolving Fund Program	Traffic	750	125	-	-	125	-	-	125	-	-	125	-	-	500	250
MUTCD Compliance Program	Traffic	13,249	-	2,000	-	-	2,000	-	-	2,000	-	-	2,000	-	8,000	4,000
Rideshare Program / Trip Mitigation	Planning	3,022	24	384	96	24	384	96	24	384	96	24	384	96	2,015	1,007
Transportation Management Improvements	C	50,011	1,565	6,760	-	1,350	5,900	-	1,350	5,900	-	1,350	5,610	-	29,785	14,500
Total		67,032	1,714	9,144	96	1,499	8,284	96	1,499	8,284	96	1,499	7,994	96	40,300	19,757

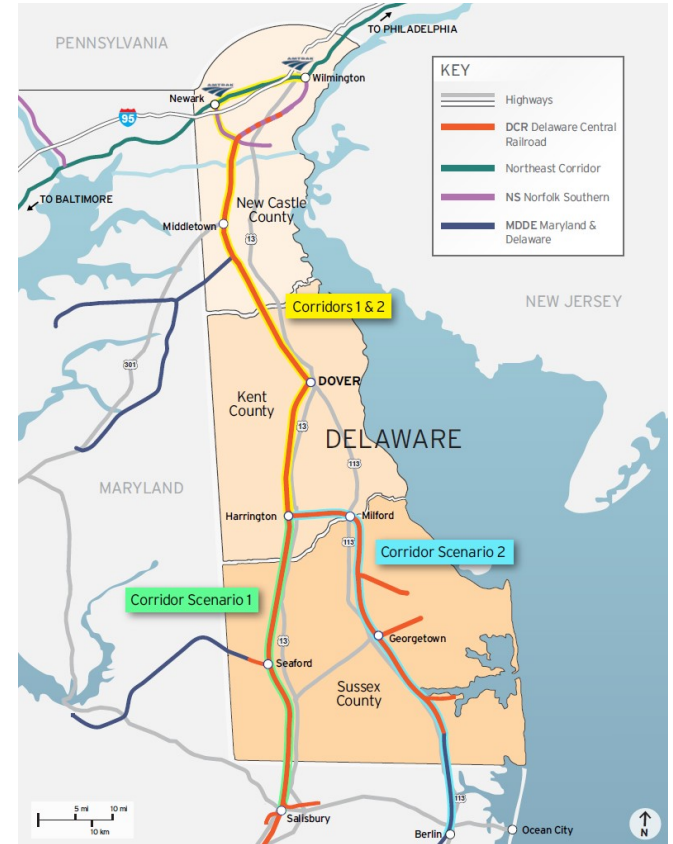
Z001 - National Highway Performance Program (NHPP)
 Z400 - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
 Z240 - Surface Transportation Block Grant Program

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.

JUSTIFICATION: 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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY 27-30	TOTAL FY 31-32
Diamond State Rail Line Study	PD	500	-	167	-	-	-	-	-	-	-	-	-	-	167	-
Total		500	-	167	-	-	-	-	-	-	-	-	-	-	167	-

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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
Engineering and Contingency	Program Funding	262,824	46,575	-	-	46,117	-	-	46,117	-	-	42,717	-	-	181,526	83,123
Environmental Improvements	PE	500	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	1,890	5	1,018	-	5	818	-	5	18	-	5	18	-	1,890	45
	Planning	4,173	646	-	-	646	-	-	646	-	-	646	-	-	2,582	1,291
STIC Incentive Program	Other(MGMT)	938	31	125	-	31	125	-	31	125	-	31	125	-	625	313
Education and Training	Other(MGMT)	1,925	-	300	-	-	300	-	-	300	-	-	300	-	1,200	600
Total		272,249	47,256	1,443	-	46,798	1,243	-	46,798	443	-	43,398	443	-	187,823	85,372

Z240 - Surface Transportation Block Grant Program
 Z37E

PLANNING

DESCRIPTION: The areas of planning include 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.

Project includes funds for:

- Federal Land Access Program
- Local Transportation Assistance Program
- Metropolitan Planning Organization / FHWA / FTA
- Development Coordination Program
- Planning Program Development
- Rural Technical Assistance Program
- Statewide Planning & Research Program / FHWA / FTA
- Truck Weight Enforcement
- University Research Program

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

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

FY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 21, 2026

Project Title (\$ x 1,000)	Phase	Current Estimate	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
Federal Land Access Program	C	180	6	24	-	6	24	-	6	24	-	6	24	-	120	60
Local Transportation Assistance Program	Planning	2,040	150	150	-	150	150	-	150	150	-	150	150	-	1,200	600
Metropolitan Planning Organization / FHWA/FTA	Planning	21,418	697	2,790	-	697	2,790	-	697	2,790	-	697	2,790	-	13,949	6,975
	Other(MGMT)	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Coordination Program	Program Funding	20,240	3,000	-	-	3,000	-	-	3,000	-	-	3,000	-	-	12,000	6,000
Planning Program Development	Program Funding	18,000	2,000	-	-	2,000	-	-	2,000	-	-	2,000	-	-	8,000	4,000
Rural Technical Assistance Program	Other(MGMT)	526	-	88	-	-	88	-	-	88	-	-	88	-	351	175
Statewide Planning & Research Program / FHWA/FTA	Planning	28,921	-	4,650	-	-	4,352	-	-	4,352	-	-	4,352	-	17,706	8,704
Truck Weight 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		96,735	6,748	7,701	-	6,748	7,403	-	6,748	7,403	-	6,748	7,403	-	56,906	28,304

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)

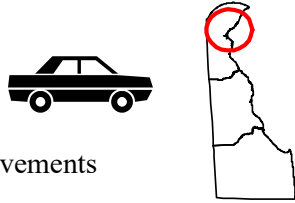
***NEW CASTLE
COUNTY***

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)



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

Project Title (\$ x 1,000)	Phase	Current Estimate	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY 27-30	TOTAL FY 31-32
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	PE	19,300	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	12,626	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	159,679	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic	1,495	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	14,912	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Environmental	200	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Rail Road	3,700	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rehabilitation of I-95, Viaduct Substructure Repairs	PE	800	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	2,300	-	1,000	-	-	-	-	-	-	-	-	-	-	1,000	-
	C	212	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	12,200	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	6,686	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Contingency	3,865	-	1,000	-	-	-	-	-	-	-	-	-	-	1,000	-	
Rehabilitation of I-95, GARVEE Debt Service	C	278,879	-	18,308	-	-	18,293	-	-	18,222	-	-	18,209	-	73,031	36,363
Total		516,870	-	20,308	-	-	18,293	-	-	18,222	-	-	18,209	-	75,031	36,363

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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
Beech St Maintenance Building	PE	829	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	600	120	480	-	-	-	-	-	-	-	-	-	-	600	-
	C	10,816	2,163	8,653	-	-	-	-	-	-	-	-	-	-	10,816	-
Wilmington DTC Maintenance Building	PE	4,000	-	1,302	-	-	1,302	-	-	1,302	-	-	-	-	3,905	-
	ROW	6,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	40,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mid-County Driver Training Facility	PE	200	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	2,000	-	-	-	-	1,000	-	-	1,000	-	-	-	-	2,000	-
Total		64,445	2,283	10,434	-	-	2,302	-	-	2,302	-	-	-	-	17,320	-

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



FY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 21, 2026

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT- NCC (Continued)

Project Title (\$ x 1,000)	Phase	Current Estimate	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
Preventive Maintenance - New Castle County	PRO	73,625	-	11,150	2,788	-	9,150	2,288	-	8,950	2,238	-	8,950	2,238	47,750	22,375
Transit Vehicle Replacement (6) Electric Buses and Charging Infrastructure NCC (80/20)	PRO	3,988	319	1,276	-	-	-	-	-	-	-	-	-	-	1,595	-
Dart Connect (4) 25' cutaway buses for NCC	PRO	781	-	781	-	-	-	-	-	-	-	-	-	-	781	-
Midlife refurbishment on (2) 2017 45' MCI buses in NCC unit 922 and 923	PRO	350	-	350	-	-	-	-	-	-	-	-	-	-	350	-
Transit Vehicle Replacement (7) 25' Fixed Route Cutaway Buses NCC FY27	PRO	1,366	-	1,366	-	-	-	-	-	-	-	-	-	-	1,366	-
Transit Vehicle Replacement (10) 40' Low Floor Buses NCC FY28	PRO	6,175	-	-	-	-	6,175	-	-	-	-	-	-	-	6,175	-
Transit Vehicle Replacement (2) 45' Fixed Route Buses NCC FY29	PRO	1,814	-	-	-	-	-	-	-	1,814	-	-	-	-	1,814	-
Transit Vehicle Replacment (13) 40' Low Floor Buses NCC FY29	PRO	8,189	-	-	-	-	-	-	-	8,189	-	-	-	-	8,189	-
Transit Vehicle Replacement (1) 25' Fixed Route Cutaway Bus NCC FY29	PRO	317	-	-	-	-	-	-	-	317	-	-	-	-	317	-
Transit Vehicle Replacement Paratransit Buses NCC Program	PRO	27,552	-	3,322	-	-	-	-	-	3,322	-	-	2,699	-	9,342	10,000
Total		124,158	319	18,245	2,788	-	15,325	2,288	-	22,592	2,238	-	11,649	2,238	77,680	32,375

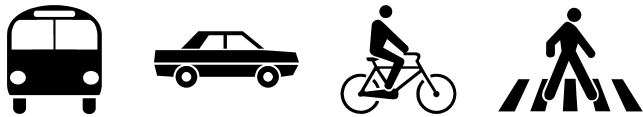
5307 - Urbanized Area Formula Grant Program, 5337 - State of Good Repair , 5339 - Alternatives Analysis (5339)

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



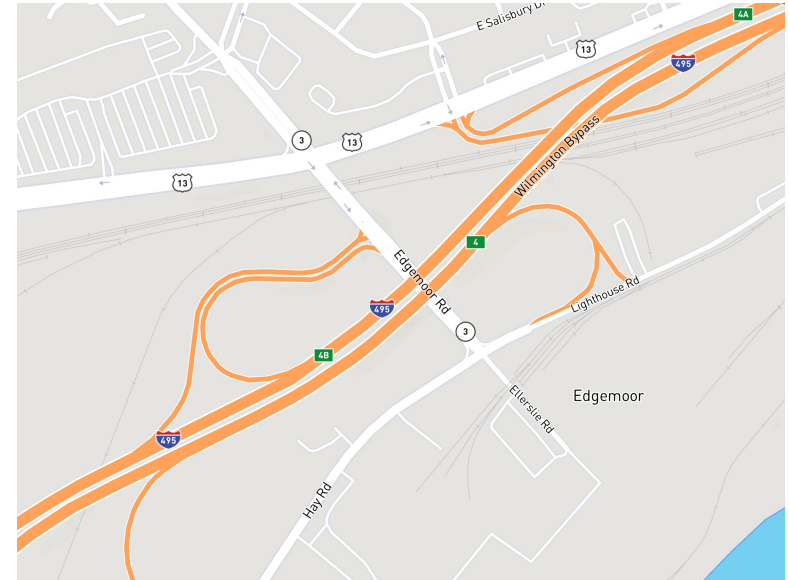
Project Title (\$ x 1,000)	Phase	Current Estimate	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY 27-30	TOTAL FY 31-32
Claymont Rail Station Decommissioning	PE	150	94	-	-	-	-	-	-	-	-	-	-	-	94	-
Claymont Rail Station Decommissioning	C	2,000	-	-	-	-	1,000	-	-	1,000	-	-	-	-	2,000	-
Total		2,150	94	-	-	-	1,000	-	-	1,000	-	-	-	-	2,094	-

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

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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
Edgemoor Rd Bicycle and Pedestrian Improvements, Governor Printz Blvd to Hay Rd	PE	900	-	-	102	-	-	-	-	-	-	-	-	-	102	-
	ROW	100	20	-	76	-	-	-	-	-	-	-	-	-	96	-
	C	3,500	-	-	3,500	-	-	-	-	-	-	-	-	-	3,500	-
Total		4,500	20	-	3,678	-	-	-	-	-	-	-	-	-	3,698	-

GARASCHE 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.

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



Project Title (\$ x 1,000)	Phase	Current Estimate	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
Garasches Lane, Wilmington	PD	624	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	1,239	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Southbridge Local Street Network	PE	1,100	600	-	-	500	-	-	-	-	-	-	-	-	1,100	-
	ROW	100	-	-	-	-	-	-	100	-	-	-	-	-	100	-
Total		3,063	600	-	-	500	-	-	100	-	-	-	-	-	1,200	-

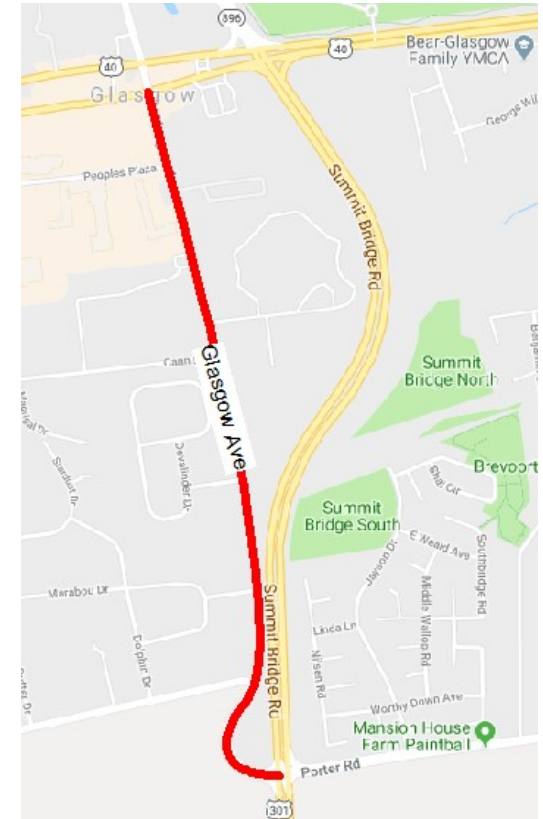
Z230 - Surface Transportation Block Grant Program - FAST

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



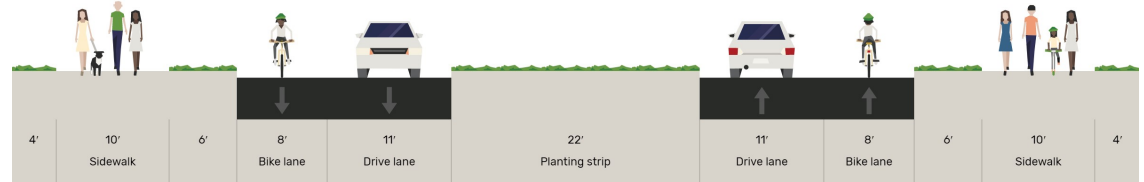
Project Title (\$ x 1,000)	Phase	Current Estimate	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
Glasgow Avenue, SR 896 to US 40	PE	3,000	19	1,000	-	-	850	-	-	-	-	-	-	-	1,869	-
	ROW	1,500	-	-	-	-	750	-	-	750	-	-	-	-	1,500	-
Total		4,500	19	1,000	-	-	1,600	-	-	750	-	-	-	-	3,369	-

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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY 27-30	TOTAL FY 31-32
Governor Printz Boulevard Road Diet between US 13 at Philadelphia Pike and East 35th St.	PD	1,000	-	-	-	500	-	-	500	-	-	-	-	-	1,000	-
Total		1,000	-	-	-	500	-	-	500	-	-	-	-	-	1,000	-

HIGHWAY SAFETY IMPROVEMENT PROGRAM, NEW CASTLE COUNTY

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

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

JUSTIFICATION: Improve safety at high accident locations.

County: New Castle
Investment Area:
Municipality:
Funding Program: Road System – Arterials
Functional Category: Management
Year Initiated: FY 1993

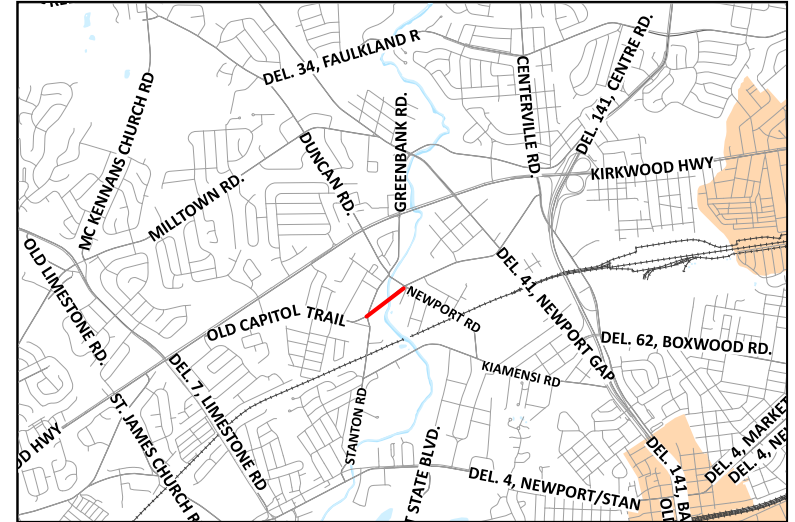


Project Title (\$ x 1,000)	Phase	Current Estimate	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
HSIP NCC, SR 2 (Kirkwood Hwy) and Harmony Rd Intersection	PE	1,000	-	244	-	-	-	-	-	-	-	-	-	-	244	-
	ROW	600	-	-	-	-	600	-	-	-	-	-	-	-	600	-
HSIP NCC, SR4 and Churchmans Rd Intersection Improvement	PE	1,000	-	190	-	-	-	-	-	-	-	-	-	-	190	-
Total		2,600	-	433	-	-	600	-	-	-	-	-	-	-	1,033	-

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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
Old Capitol Trail, Newport Road to Stanton Road	PE	2,393	71	-	-	-	-	-	-	-	-	-	-	-	71	-
	ROW	2,200	-	1,300	-	-	-	-	-	-	-	-	-	-	1,300	-
	C	10,000	-	1,000	-	-	5,000	-	-	4,000	-	-	-	-	10,000	-
Total		14,593	71	2,300	-	-	5,000	-	-	4,000	-	-	-	-	11,371	-

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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
Port Area Truck Parking Facility Near Wilmington	PE	863	-	-	-	431	-	-	431	-	-	-	-	-	863	-
Total		863	-	-	-	431	-	-	431	-	-	-	-	-	863	-

RECONNECTING COMMUNITIES, I-95 CAP IN WILMINGTON

DESCRIPTION: Implement recommendations of Bridging I-95: Connecting the Community – Cap Feasibility Study. Proposed improvements include a cap park over I-95 in Wilmington, bounded by Jackson Street, Adams Street, Delaware Avenue, and 6th Street.



JUSTIFICATION: This project will reconnect neighborhoods divided by the construction of I-95, support neighborhood character and cohesion, provide safe facilities for walking and biking, and create a welcoming and inclusive environment.

County: New Castle
Investment Area: Center
Municipality: Wilmington
Funding Program:
Functional Category: Management
Year Initiated: FY 2027



Project Title (\$ x 1,000)	Phase	Current Estimate	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY 27-30	TOTAL FY 31-32
Reconnecting Communities, I-95 Cap in Wilmington	PE	2,500	180	720	-	-	-	-	-	-	-	-	-	-	900	-
Total		2,500	180	720	-	-	-	-	-	-	-	-	-	-	900	-

SOUTHERN NEW CASTLE COUNTY IMPROVEMENTS

DESCRIPTION: The joint New Castle County / DeIDOT 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. DeIDOT 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 DeIDOT 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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
N15, Boyds Corner Road, Cedar Lane Road to US 13	PE	5,800	-	355	150	-	-	-	-	-	-	-	-	-	505	-
	ROW	2,800	-	1,000	-	-	1,800	-	-	-	-	-	-	-	2,800	-
	Utilities	121	-	-	-	-	-	-	79	-	-	-	-	-	79	-
N412, Lorewood Grove Road, Jamison Corner	PE	686	250	-	-	-	100	-	-	-	-	-	-	-	350	-
	ROW	3,000	-	-	-	1,500	-	-	1,487	-	-	-	-	-	2,987	-
N427, Cedar Lane Road, Marl Pit Road, to Boyds Corner Road	PE	1,184	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SR 896 and Bethel Church Rd Interchange	PE	5,000	-	-	-	-	-	-	-	-	-	-	-	-	-	4,584
	ROW	2,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bunker Hill Road at Sand Hill Drive/Merrimac Avenue Intersection Improvements	PE	500	-	-	-	-	-	500	-	-	-	-	-	-	500	-
Total		21,091	250	1,355	150	1,500	1,900	500	1,565	-	-	-	-	-	7,221	4,584

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

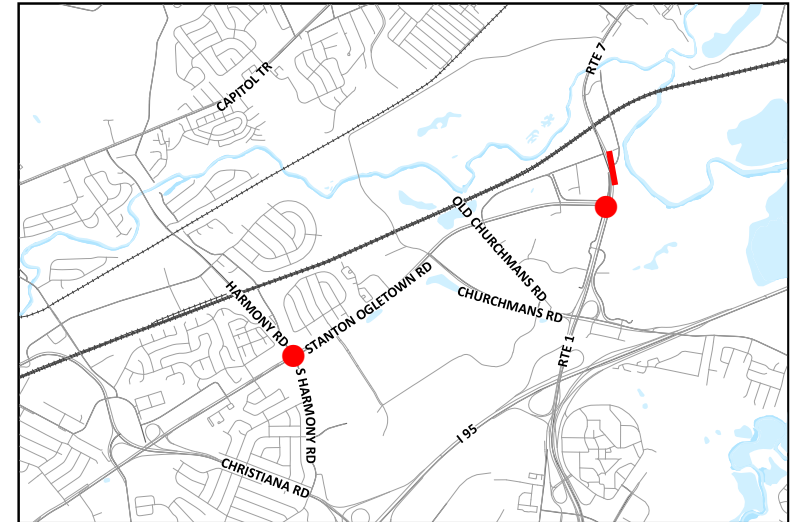
CHURCHMANS CROSSING INTERSECTIONS

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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
SR4, Harmony Road Intersection Improvements	PE	1,550	301	-	-	50	-	-	-	-	-	-	-	-	351	-
	ROW	1,500	-	900	-	-	200	-	-	-	-	-	-	-	1,100	-
SR4, Ogletown Stanton Road/SR 7, Christiana Stanton Road Phase I, Stanton Split	PD	547	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	2,500	25	-	-	25	-	-	29	-	-	25	-	-	104	-
	ROW	800	-	200	-	-	300	-	-	300	-	-	-	-	800	-
Total		6,897	326	1,100	-	75	500	-	29	300	-	25	-	-	2,355	-

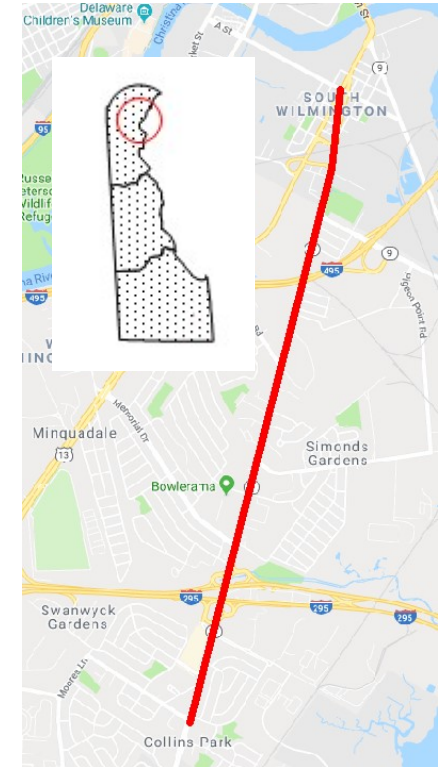
Z001 - National Highway Performance Program (NHPP)
 Z230 STBG Program - Urbanized Areas With Population Over 200K

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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
SR9, New Castle Ave, Landers Lane to A Street	PE	7,500	200	800	-	200	800	-	547	2,188	-	-	-	-	4,735	-
Total		7,500	200	800	-	200	800	-	547	2,188	-	-	-	-	4,735	-

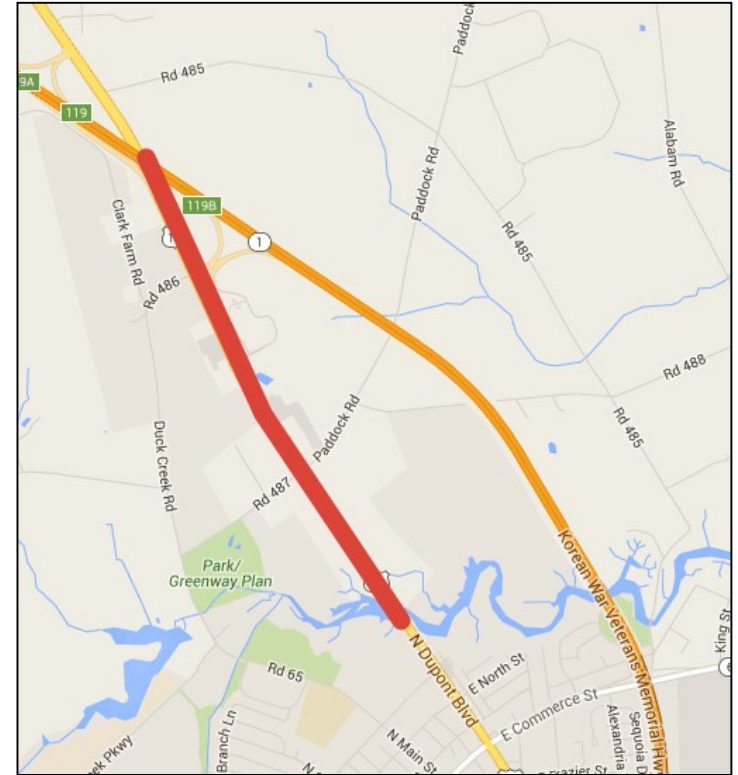
Z230 STBG Program - Urbanized Areas With Population Over 200K
 Z400 Congestion Mitigation & Air Quality Improvement (CMAQ)

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



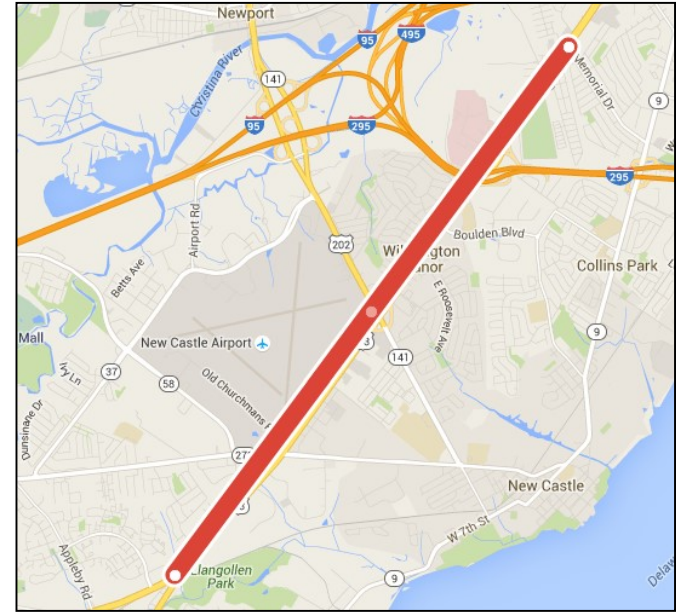
Project Title (\$ x 1,000)	Phase	Current Estimate	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY 27-30	TOTAL FY 31-32
US13, Duck Creek to SR1	PE	1,000	-	-	-	250	-	-	251	-	-	250	-	-	751	-
Total		1,000	-	-	-	250	-	-	251	-	-	250	-	-	751	-

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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
US13, US40 to Memorial Drive Pedestrian Improvements	PE	5,363	52	208	-	-	-	-	-	-	-	-	-	-	261	-
	C	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Rail Road	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-
US13 Paving and Pedestrian Improvements - Llangollen Blvd to Bacon-Boulden Blvd – CMAQ	C	19,643	-	6,778	-	-	5,965	-	-	-	-	-	-	-	12,743	-
	Traffic	1,466	-	1,222	-	-	-	-	-	-	-	-	-	-	1,222	-
US13 Paving and Pedestrian Improvements - Llangollen Blvd to Bacon-Boulden Blvd – Non-CMAQ	CE	5,116	-	2,800	-	-	1,064	-	-	-	-	-	-	-	3,864	-
	C	2,389	-	1,389	-	-	-	-	-	-	-	-	-	-	1,389	-
	Contingency	2,773	-	691	-	-	1,282	-	-	-	-	-	-	-	1,973	-
	Rail Road	120	-	118	-	-	-	-	-	-	-	-	-	-	118	-
US 13 Southbound BBRT Lane	PE	300	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	52	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	1,900	-	1,400	-	-	-	-	-	-	-	-	-	-	1,400	-
Total		39,159	52	14,607	-	-	8,310	-	-	-	-	-	-	-	22,969	-

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

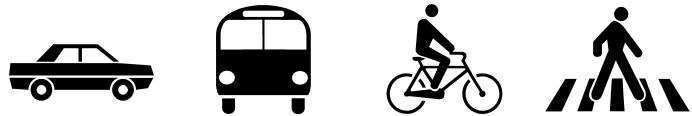
5307W

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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY 27-30	TOTAL FY 31-32
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

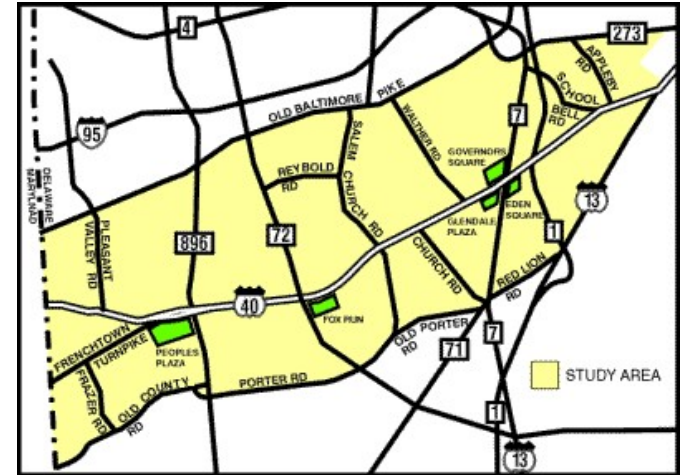
DESCRIPTION: This project implements the recommendations of the Route 40 Steering Committee, a public group that has recommended transportation improvements for the next twenty years, to address planned growth and enhance the quality of life in the Route 40 Corridor. The Committee’s recommendations are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

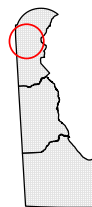
US 40 and SR7 Intersection Improvements - The project will install signalized pedestrian crossings across the north and south legs of the US 40 at SR 7 intersection and sidewalk connections near the intersection. Currently, no pedestrian accommodations are provided at the US 40 at SR 7 intersection and 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 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 21, 2026

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

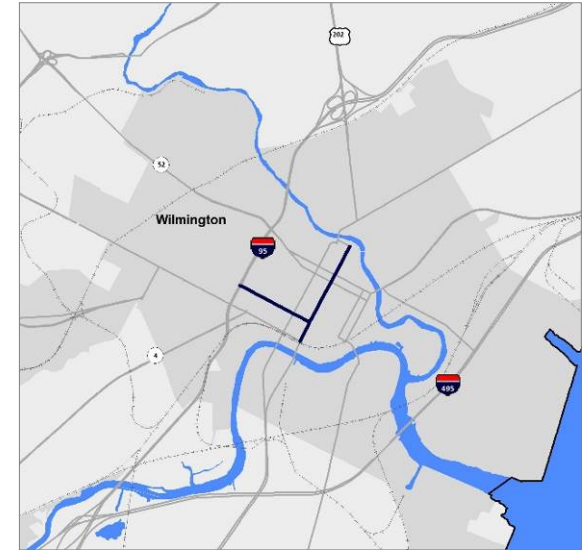
Project Title (\$ x 1,000)	Phase	Current Estimate	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
US 40 & SR 896 Improvements	PE	9,310	150	600	-	151	604	-	72	288	-	-	-	-	1,864	-
	ROW	2,000	-	-	-	200	-	-	-	-	-	-	-	-	200	-
US 40, Salem Church Road to Walther Road	PE	2,849	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	4,535	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	4,396	-	1,800	-	-	1,674	-	-	-	-	-	-	-	3,474	-
	C	16,850	-	6,000	-	-	5,850	-	-	-	-	-	-	-	11,850	-
	Traffic	2,596	-	1,000	-	-	396	-	-	-	-	-	-	-	1,396	-
	Utilities	1,231	-	80	-	-	-	-	-	-	-	-	-	-	80	-
	Contingency	2,696	-	-	-	-	2,696	-	-	-	-	-	-	-	2,696	-
US 40 (Pulaski Hwy) and SR 7 (Bear Christiana Rd) Intersection Improvements	PE	5,000	-	-	-	-	-	-	-	(0)	-	-	1,000	-	1,000	2,050
US 40 between US 13 and MD Line Multimodal Improvements	PD	1,000	500	-	-	500	-	-	-	-	-	-	-	-	1,000	-
Total		52,463	650	9,480	-	851	11,219	-	72	288	-	-	1,000	-	23,560	2,050

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.
- **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 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May 21, 2026

WILMINGTON INITIATIVES (Continued)

Project Title (\$ x 1,000)	Phase	Current Estimate	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
East 7th Street	PE	1,000	-	-	-	-	-	-	-	-	-	500	-	-	500	500
Maryland Ave. and Monroe St. (Maryland Ave./Monroe St./MLK Area)	PE	800	-	-	-	400	-	-	400	-	-	-	-	-	800	-
4th Street, Walnut Street to Adams Street	PE	1,760	68	-	-	-	-	-	-	-	-	-	-	-	68	-
	ROW	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12th Street Connector	PE	3,305	1,334	-	-	-	-	-	-	-	-	-	-	-	1,334	-
Walnut Street, 3rd Street to 16th Street	PE	2,592	35	-	-	-	-	-	-	-	-	-	-	-	35	-
	ROW	100	100	-	-	-	-	-	-	-	-	-	-	-	100	-
	C	10,100	-	-	-	-	5,000	-	-	5,100	-	-	-	-	10,100	-
Total		19,757	1,538	-	-	400	5,000	-	400	5,100	-	500	-	-	12,938	500

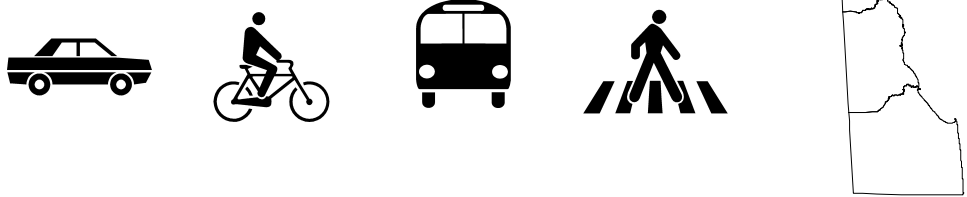
Z230 - Surface Transportation Block Grant Program

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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
Hares Corner (US 13 and SR 273) Grade Separated Intersection	PD	1,500	-	-	-	-	750	-	-	750	-	-	-	-	1,500	-
Total		1,500	-	-	-	-	750	-	-	750	-	-	-	-	1,500	-

I-295 IMPROVEMENTS

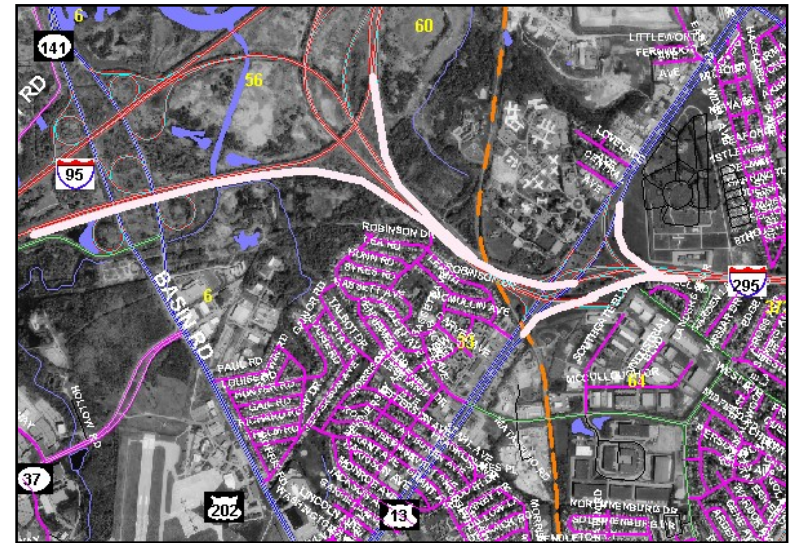
DESCRIPTION:

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: Expansion
Year Initiated: FY 2002



Project Title (\$ x 1,000)	Phase	Current Estimate	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
I-295 Northbound from SR141 to US 13	PE	2,975	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	4,751	-	1,577	-	-	-	-	-	-	-	-	-	-	1,577	-
	C	21,456	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic	602	-	85	-	-	-	-	-	-	-	-	-	-	85	-
	Contingency	2,727	-	1,279	-	-	-	-	-	-	-	-	-	-	1,279	-
Total		32,511	-	2,941	-	-	-	-	-	-	-	-	-	-	2,941	-

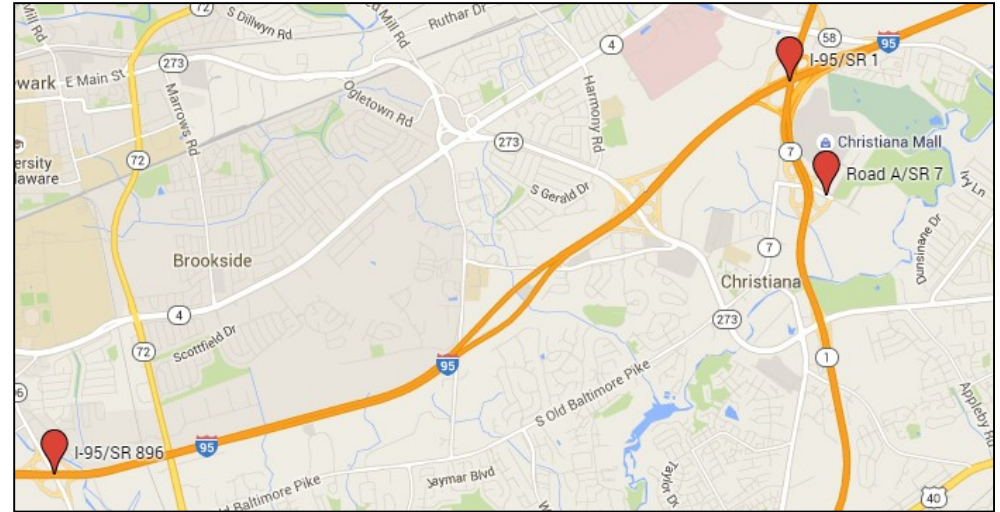
Z001 National Highway Performance Program (NHPP)

I-95: MARYLAND STATE LINE TO I-495

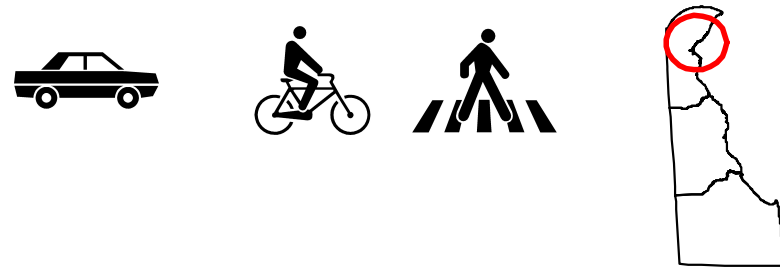
DESCRIPTION: Current projects include:

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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
I-95 and SR896 Interchange	PE	21,479	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	880	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	27,639	-	2,286	-	-	1,143	-	-	-	-	-	-	-	3,428	-
	C	224,037	171	2,514	-	-	-	-	-	-	-	-	-	-	2,685	-
	Traffic	5,565	-	2,255	-	-	-	-	-	-	-	-	-	-	2,255	-
	Utilities	444	-	243	-	-	-	-	-	-	-	-	-	-	243	-
	Contingency	43,250	-	15,500	-	-	5,808	-	-	-	-	-	-	-	21,308	-
	Environmental	104	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rail Road	600	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total		323,999	171	22,797	-	-	6,951	-	-	-	-	-	-	-	29,919	-

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



RAIL IMPROVEMENTS: NEW CASTLE COUNTY (Continued)

Project Title (\$ x 1,000)	Phase	Current Estimate	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
Fairplay Station Parking Expansion	C	600	200	-	-	-	-	-	-	-	-	-	-	-	200	-
Newark Regional Transportation Center, Planning and Design	PE	18,797	1,000	-	-	1,000	-	-	262	-	-	-	-	-	2,262	-
	Program Fundi	2,634	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Parking Lot & Access Rd	ROW	1,265	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	2,110	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	4,816	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	1,209	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	1,432	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Northeast Corridor Allocation Policy	C	45,875	4,028	-	-	4,028	-	-	4,028	-	-	4,028	-	-	16,114	8,057
Total		78,840	5,228	-	-	5,028	-	-	4,291	-	-	4,028	-	-	18,576	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

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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
SR 1 Widening, Road A	PE	13,865	573	2,290	-	675	2,700	-	562	2,247	-	-	-	-	9,046	-
SR1 at Tybouts Corner	PE	6,098	-	0	-	184	737	-	420	1,681	-	200	800	-	4,022	-
	ROW	1,000	-	-	-	-	-	-	-	-	-	-	-	-	-	1,000
Bear Road and Reybold Drive Intersection	PE	902	-	-	-	-	-	-	17	67	-	-	-	-	83	-
Total		21,865	573	2,290	-	859	3,437	-	999	3,994	-	200	800	-	13,152	1,000

Z001 National Highway Performance Program (NHPP)

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 has 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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY27-30	TOTAL FY31-32
SR 72, McCoy Road to SR 71	PE	2,460	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	4,299	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	3,791	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	17,864	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic	898	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	56	11	45	-	-	-	-	-	-	-	-	-	-	56	-
	Contingency	1,793	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		31,160	11	45	-	-	-	-	-	-	-	-	-	-	56	-

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

***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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY 27-30
PD		40	160		40	160		10	40		10	40		500
Engineering		400	1,600		400	1,600		200	800		200	800		6,000
ROW		10	40		10	40		10	40		10	40		200
Construction		1,000	4,000		1,000	4,000		500	2,000		500	2,000		15,000
Total		1,450	5,800		1,450	5,800		720	2,880		720	2,880		21,700

WILMAPCO 3-1, federal sources may include NHPP, STBG, and/or others 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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY 27-30
PD		10	40		10	40		10	40		10	40		200
Engineering		120	480		120	480		60	240		60	240		1,800
ROW		10	40		10	40		10	40		10	40		200
Construction		500	2,000		500	2,000		125	1,000		125	1,000		7,250
Total		640	2,560		640	2,560		205	1,320		205	1,320		9,450

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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY 27-30
PD		20	80		20	80		10	40		10	40		300
Engineering		100	400		100	400		50	200		50	200		1,500
ROW		20	80		20	80		10	40		10	40		300
Construction		2,000	8,000		2,000	8,000		1,000	4,000		1,000	4,000		30,000
Total		2,140	8,560		2,140	8,560		1,070	4,280		1,070	4,280		32,100

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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY 27-30
PD		20	80		20	80		10	40		10	40		300
Engineering		200	800		200	800		100	400		100	400		3,000
ROW		15	60		15	60		10	40		10	40		250
Construction		800	3,200		800	3,200		400	1,600		400	1,600		12,000
Total		1,035	4,140		1,035	4,140		520	2,080		520	2,080		15,550

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 Area: All
Municipality:
Program Category: System Preservation
TIP/STIP Number: 3-5



Phase All \$ x 1,000	Current Estimate	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY 27-30
PD		2	8		2	8		2	8		2	8		40
Engineering		300	1,200		300	1,200		200	800		200	800		5,000
ROW		100	400		100	400		100	400		100	400		2,000
Construction		600	2,400		600	2,400		300	1,200		300	1,200		9,000
Total		1,002	4,008		1,002	4,008		602	2,408		602	2,408		16,040

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

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, and 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	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY 27-30
PD		15	60		15	60		10	40		10	40		250
Engineering		60	240		60	240		30	120		30	120		900
ROW		2	8		2	8		2	8		2	8		40
Construction		40	160		40	160		20	80		20	80		600
Other		120	480		120	480		60	240		60	240		1,800
Total		237	948		237	948		122	488		122	488		3,590

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

DEAVER ROAD BRIDGE REPLACEMENT OVER CSX RAILROAD

DESCRIPTION: This project will replace the existing Deaver Road Bridge, which is a 3 span steel bridge over CSX railroad that is showing severe corrosion.

JUSTIFICATION: The bridge has an overall length of 133 feet and carries approximately 750 vehicles per day. Due to its current narrow width, the bridge is considered functionally obsolete. The new structure will be sized to carry two 12'-0" lanes and seek to maximize the shoulder widths.

County: Cecil
Investment Area:
Municipality:
Program Category: System Preservation
TIP/STIP Number: 3-11



Phase All \$ x 1,000	Current Estimate	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY 27-30
Engineering				1,000										1,000
ROW				800										800
Construction						4,400	1,100							5,500
Total				1,800		4,400	1,100							7,300

WILMAPCO 3-11, federal sources may include CMAQ, NHPP, STBG, and/or others as deemed appropriate by MDOT. Use of CMAQ is subject to WILMAPCO review and approval.

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 services 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 Area: All
Municipality:
Program Category: System Preservation
TIP/STIP Number: MTA-2025-01



Project Title All \$ x 1,000	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY 27-30
Small Urban Transit - Capital Assistance (5310)	-	113	28	-	189	47	-	113	28	-	189	47	754
Small Urban Transit - Capital Assistance (5307)	-	420	105	-	381	63	-	420	105	-	381	63	1,938
Rural Transit Operating Assistance (5311)	114	344	230	114	344	230	114	344	230	114	344	230	2,752
Small Urban Transit - Operating Assistance (5307)	-	19	19	-	19	19	-	19	19	-	19	19	152
Public Transit Innovation (Section 5312)	-	-	-	-	-	-	-	-	-	-	-	-	-
Enhanced Mobility Pilot Program (Section 5310)	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	114	896	382	114	933	359	114	896	382	114	933	359	5,596

PLANNING AND DESIGN FOR BELVIDERE ROAD IMPROVEMENTS

DESCRIPTION: This project is from the intersection of Rt 40 to the southern limit of the Bridge CE0055 replacement project that is approximately 500 feet north of Americold's entrance. Due to budget constraints, the project will be constructed in phases, The first phase will make improvements to intersections and curves. A second phase will realign the road with one lane in each direction and dedicated turn lanes and shoulders, relocate utilities, construct stormwater management facilities and other corridor improvements. Ultimately, this section of roadway will be constructed with two lanes in each direction and match the Bridge CE0055 and MDTA interchange projects.

JUSTIFICATION: The project will support existing and continued development of businesses on Belvidere Road and Rt 40. Belvidere Road traffic is expected to increase from 2,400 to 18,400 vehicles per day when the interchange opens.

County: Cecil
Investment Area:
Municipality:
Program Category: System Management
TIP/STIP Number: WILMAPCO 3-10



Phase All \$ x 1,000	Current Estimate	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY 27-30
All		2,000	500	4,550										7,050
Construction		21												21
Total		2,021	500	4,550										7,071

WILMAPCO 3-10, federal sources may include HIP, and/or others as deemed appropriate by MDOT.

BELVIDERE ROAD BRIDGE CE0055 OVER CSX RAILROAD REPLACEMENT

DESCRIPTION: The proposed bridge will be constructed on a new alignment, with four 12'-0" lanes, a median and shoulders and will accommodate the anticipated traffic volumes and continued development of the Principio Business Park.

JUSTIFICATION: When the new I-95 interchange at Belvidere Road opens in 2027, the expected Average Daily Traffic for Belvidere Road will increase to nearly eight times its existing volume, from 2,400 vehicles to an estimated 18,400 vehicles. Bridge CE0055, which is located between I-95 and US 40, was built in 1976. In its current state, Bridge CE0055 cannot adequately handle the increased traffic demands.

County: Cecil
Investment Area:
Municipality:
Program Category: System Management
TIP/STIP Number: WIL-2025-01



Phase All \$ x 1,000	Current Estimate	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY 27-30
Construction			20,650	9,350										30,000
Total			20,650	9,350										30,000

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

MECHANICS VALLEY BRIDGE CE0042 OVER CSX RAILROAD REPLACEMENT

DESCRIPTION: The project will replace the existing bridge and includes geometric improvements to the intersection of Mechanics Valley Road and Bouchelle Road.

JUSTIFICATION: This is a five span, 142 feet long prestressed concrete bridge built 1975 with a substandard clear roadway width of 22 feet. The 2021 bridge inspection report states the bridge is currently in poor condition, currently has no load posting, and serves 4898 vehicles per day. The road has been closed several times in the last year for emergency repairs to the deck.

County: Cecil
Investment Area:
Municipality:
Program Category: System Management
TIP/STIP Number: WILMAPCO 3-12



Phase All \$ x 1,000	Current Estimate	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY 27-30
All			12,710	1,533										14,243
Engineering			75											75
Site Work			100											100
Construction			1,782											1,782
Total			14,667	1,533										16,200

Federal sources may include CMAQ, NHPP, STBG, and/or others 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 Area:
Municipality:
Program Category: System Management
TIP/STIP Number: AZ3401



Phase All \$ x 1,000	Current Estimate	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	FY 29 State	FY 29 NEVI	FY 29 STBG (TC)	FY 29 Private	FY 30 State	FY 30 NEVI	FY 30 STBG (TC)	FY 30 Private	TOTAL FY 27-30
PD																		0
Eng		1	8	2		1	10	2		1	10	2		1	10	2		50
ROW																		0
Con			355		89		205		51		160		40		240		60	1,200
Total		1	363	2	89	1	215	2	51	1	170	2	40	1	250	2	60	1,250

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

CECIL COUNTY MID-COUNTY TRANSIT HUB

DESCRIPTION: The Mid-County Transit Hub will contain a multi-modal public transit center to accommodate transfers and layovers and a stand-alone Transit Administration facility containing Transit offices; with the possibility of an onsite vehicle wash bay or reduced-capacity maintenance facility depending on future cost considerations.

JUSTIFICATION: 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.

County: Cecil
Investment Area: All
Municipality:
Program Category: System Management
TIP/STIP Number: MTA-2025-02



Phase All \$ x 1,000	Current Estimate	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY 27-30
All		40	1,393	308	65	2,080	455	63	2,000	438	65	2,080	455	9,442
Total		40	1,393	308	65	2,080	455	63	2,000	438	65	2,080	455	9,442

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

SUSQUEHANNA RIVER RAIL BRIDGE

DESCRIPTION: The Susquehanna River Rail Bridge Program will replace the existing, 90-mph, two track, 4,154 ft long, pin- connected truss bridge that has 17 approach spans ranging from 197 ft to 260 ft and a 280 ft movable span that provides for two 91.5 ft wide navigation channels on the Susquehanna River between Perryville, MD and Havre de Grace, MD. The existing bridge was completed in 1906 and replaced the previous bridge built in the 1860’s. The replacement bridge will have be approximately 4,440 ft long and comprise of 22 deck girder approach spans equal in length measuring 181 feet, with a main span being a 400 ft long network tied arch that provides 220 ft navigation channel with a 60 ft vertical clearance, sufficient to eliminate the need for a movable span.

The Program Grant Budget (but excluding, for certainty, operations, and maintenance costs) is Two Billion, Six Hundred Forty-One Million, Five Hundred and Eighteen Thousand, and Eight Hundred and Seventy-Five Dollars (\$2,641,518,875). The Program Grant Budget includes the portions of the Fed-State Design Grant and the Fed-State Construction Grant for the Program. Amtrak will fund \$195,153,894 and MTA will fund \$59,000,000 as the local match toward the Grant Agreement.

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:
Municipality:
Program Category: System Management
TIP/STIP Number: WIL-2025-02



Phase	Current Estimate	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY 27-30
PD														
Engineering														
ROW														
Construction	59,000	5,233			3,733			3,733			3,733			16,433
Total	59,000	5,233			3,733			3,733			3,733			16,433

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:
Program Category: System Expansion
TIP/STIP Number: MDTA 3-15



Phase	Current Estimate	FY27 State	FY27 Fed	FY27 Other	FY28 State	FY28 Fed	FY28 Other	FY29 State	FY29 Fed	FY29 Other	FY30 State	FY30 Fed	FY30 Other	TOTAL FY 27-30
PD														
Engineering	6,698													
ROW	0													
Construction	74,889	8,542			2,366			51						10,959
Total	81,587	8,542			2,366			51						10,959