

## *Transportation* (55-00-00)

### Project Summary Chart

Project Name	STATE CAPITAL FUNDS					
	\$ Prior to FY 1999	FY 1999	FY 2000 Request	FY 2000 Recommended	FY 2001 Request	FY 2002 Request
1. Program Development		\$ 3,000,000	\$ 3,000,000	\$ 3,000,000		
2. System Preservation	\$ 57,277,000 *	57,970,000	66,139,000	66,139,000		
3. System Management	34,102,000 *	18,163,000	38,162,000	38,162,000		
4. System Expansion	10,362,000 *	16,351,000	20,674,000	20,674,000		
5. Engineering and Contingencies	1,000,000 *	13,600,000	4,800,000	4,800,000		
6. Suburban Streets/Misc. Drainage	16,700,000 *	20,100,000	18,550,000	18,550,000		
7. Municipal Street Aid	4,000,000 *	5,000,000	5,000,000	5,000,000		
N/A Reserve Account	1,800,000 *		1,660,000	1,660,000		
<b>TOTAL</b>	<b>\$ 125,241,000</b>	<b>\$ 134,184,000</b>	<b>\$ 157,985,000</b>	<b>\$ 157,985,000</b>		

\*Due to the on-going basis of these appropriations, only the FY 1998 appropriation is reflected.

**TRANSPORTATION**  
**55-00-00**

**1. Program Development (74/00)**

**\$3,000,000**

**PROJECT DESCRIPTION AND JUSTIFICATION**

*ISTEA (federal transportation legislation-“Intermodal Surface Transportation and Efficiency Act”) requires the development of a long range transportation plan in which the Metropolitan Planning Organizations (MPOs) and DelDOT will establish goals and objectives for transportation and land use planning. Area studies, travel demand modeling, feasibility studies, alternate mode and alternative analysis, and location and environmental studies are examples of activities to be performed in this program.*

**2. System Preservation (75/00)**

**\$66,139,000**

**PROJECT DESCRIPTION AND JUSTIFICATION**

*DelDOT continues to develop and update management systems for highway pavement, bridges, transit facilities and equipment highway safety, congestion mitigation, and intermodal transportation facilities and equipment. This will further inventory efforts, analyze life cycles, analyze service levels, and determine appropriate maintenance and refurbishing schedules to preserve the existing infrastructure/service in the most cost effective and efficient manner. Activities include, but are not limited to, purchase of replacement vehicles; bridge repair/rehabilitation/replacement; pavement resurfacing/rehabilitation/ reconstruction (to preserve pavement life), surface treatment of existing dirt roads to reduce maintenance costs; rehabilitation of existing DelDOT facilities/office/shops; and other major maintenance or reconstruction activities which serve to preserve the existing transportation services and infrastructure.*

**3. System Management (76/00)**

**\$38,162,00**

**PROJECT DESCRIPTION AND JUSTIFICATION**

*By making minor improvements along a transportation corridor or to existing services, through management improvements to the service/infrastructure, the state can sustain an acceptable level of transportation service. Activities include, but are not limited to: adding turn and acceleration and deceleration lanes; making safety improvements to intersection and along travelways to address accidents or potential random accident situations; improve*

**AIR RIGHTS OBSTRUCTION REMOVAL**

**PROJECT SCOPE/DESCRIPTION:** Funding has been provided to purchase land or air rights to eliminate obstructions to air travel. Changes in the aviation laws were passed in the General Assembly in the FY 1996 Bond Bill. An inventory of obstructions is currently underway.

**PROJECT JUSTIFICATION:** To increase aviation safety.

**County:** Statewide  
**Municipality:**  
**Program Category:** System Management  
**Representative District:**  
**Senatorial District:**

FUNDING	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
	TOTAL	PROJ TTF	TOTAL	PROJ TTF
100% ST	157	0		0

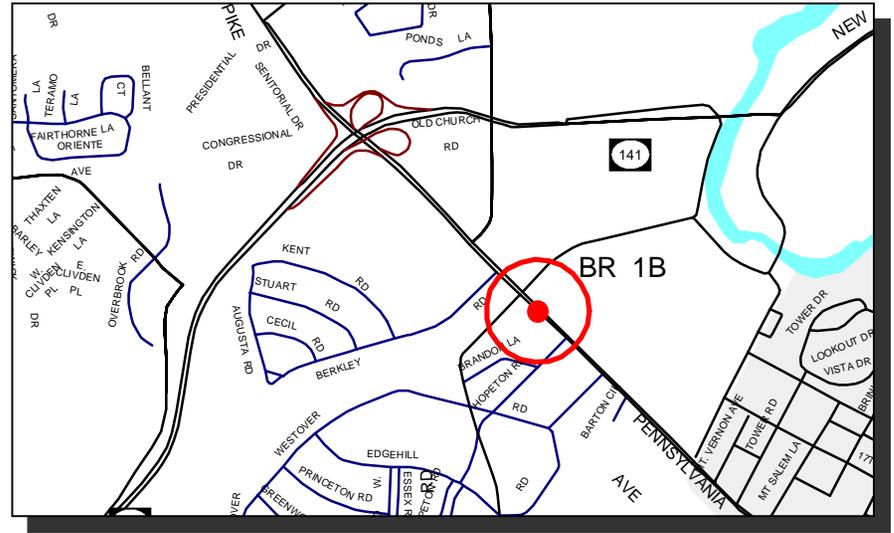
*All \$ X 1,000*

**BR 1B ON KENNETT PIKE (SR 52) OVER RAILROAD EAST OF SR141**

**PROJECT SCOPE/DESCRIPTION:** Replace existing superstructure and rehabilitate substructure and improve safety improvements at the approaches.

**PROJECT JUSTIFICATION:** Superstructure is in poor condition. Existing encased concrete steel beams are exposed. However, substructure appears to be in fair condition. It is currently ranked 70 on our bridge priority listing.

**County:** New Castle  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 4  
**Senatorial District:** 6



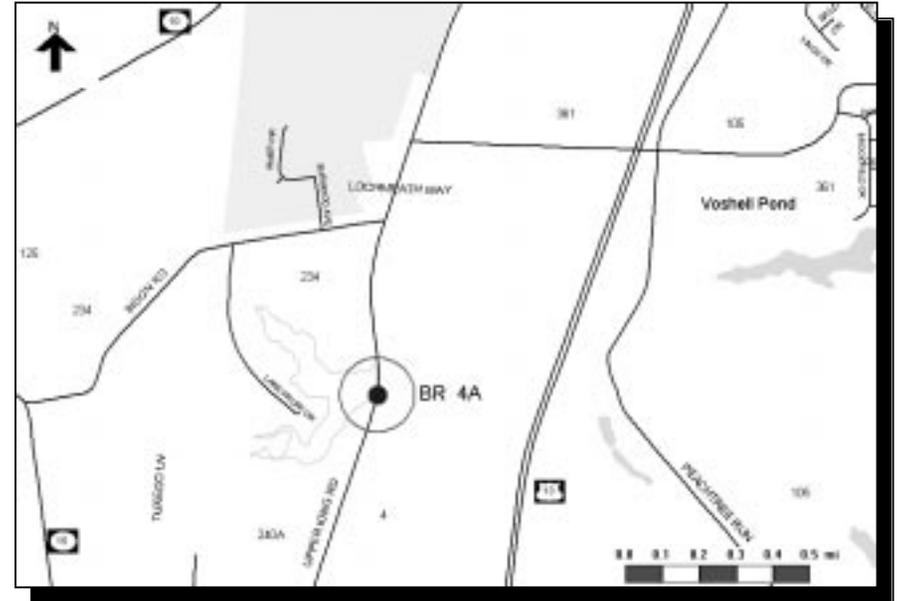
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TIF
99-071-08	100% ST 80% FHWA	50 429	R/W C*		0	50	50

*All \$ X 1,000*

**BR 4A ON US 13A (K 4) AT DERBY POND SOUTH OF CAMDEN**

**PROJECT SCOPE/DESCRIPTION:** Replace deteriorated concrete bridge with prestressed concrete box beam structure on pile supported abutments. The abutments will tie into the existing steel sheet pile spillway.

**PROJECT JUSTIFICATION:** The bridge is structurally deficient and is currently ranked 34 on the bridge priority listing.



**County:** Kent  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 34  
**Senatorial District:** 15

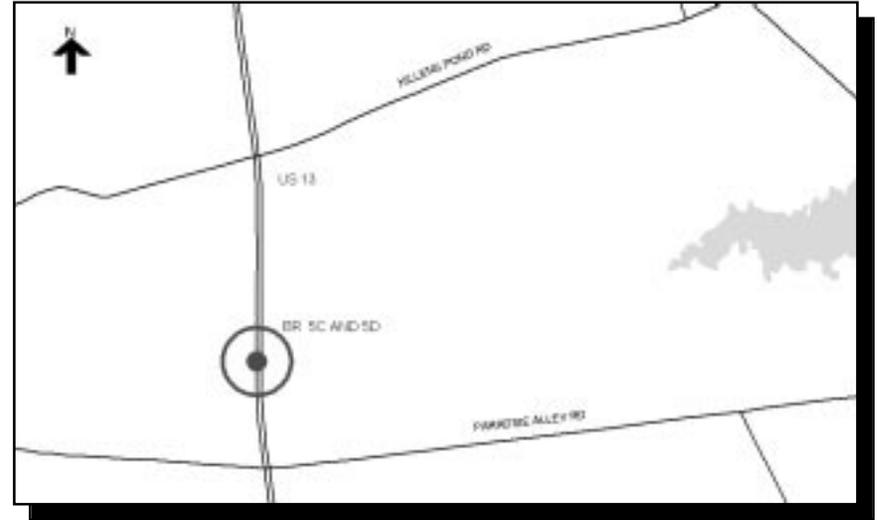
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
98-072-02	100% ST 80% FHWA	10 702	R/W C	10	0	702	140

*All \$ X 1,000*

**BR 5C AND 5D ON US 13 OVER MURDERKILL RIVER, SOUTH OF FELTON**

**PROJECT SCOPE/DESCRIPTION:** Rehabilitate structure including patching on superstructure and substructure, replacing parapets with f-shaped parapets, increasing load capacity of BR 5C. Traffic will be maintained during construction.

**PROJECT JUSTIFICATION:** The bridges are structurally deficient with BR 5C ranked 98 and 5D ranked 68 on bridges deficiency listing.



**County:** Kent  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 30  
**Senatorial District:** 15

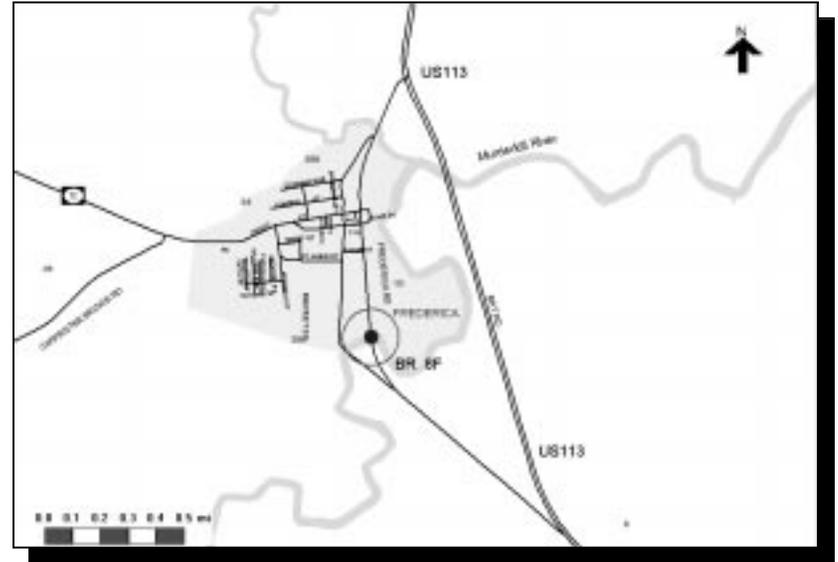
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
99-075-01	100% ST 80% FHWA	5 679	R/W C		0	5 679	141

*All \$ X 1,000*

**BR 8F ON FREDERICA ROAD OVER MURDERKILL RIVER**

**PROJECT SCOPE/DESCRIPTION:** Replace existing encased steel beam concrete deck bridge with two span prestressed concrete box girders.

**PROJECT JUSTIFICATION:** The bridge is structurally deficient, and is currently ranked 93 on the bridge priority listing.



**County:** Kent  
**Municipality:** Frederica  
**Program Category:** System Preservation  
**Representative District:** 33  
**Senatorial District:** 16

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
97-072-02	100% ST 80% FHWA	12 1,435	R/W C	12 1,435	0		0

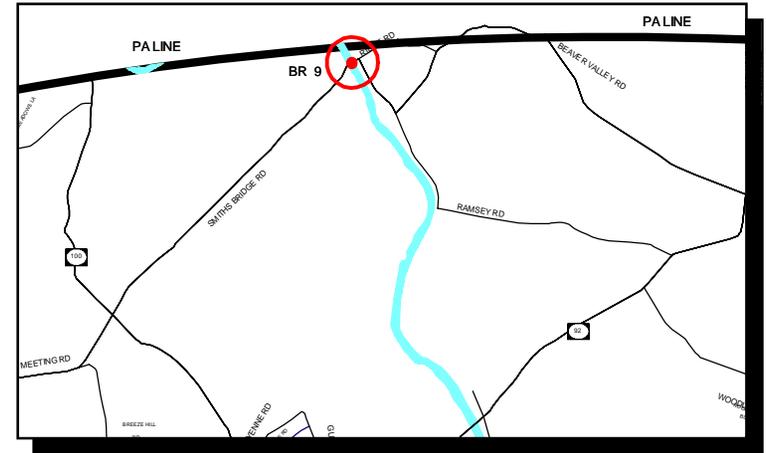
*All \$ X 1,000*

**BR 9 ON SMITH'S BRIDGE ROAD (N221) OVER BRANDYWINE CREEK**

**PROJECT SCOPE/DESCRIPTION:** Replace timber deck and stringers with glue laminated rail and hot-mix wearing surface; place brown guardrail at approaches and repoint stone abutments.

**PROJECT JUSTIFICATION:** Bridge is structurally deficient with poor substructure. It is currently ranked 240 on the bridge deficiency list.

**County:** New Castle  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 10, 12  
**Senatorial District:** 6



FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
99-071-22	100% ST 80% FHWA	5 337	R/W C		0	5 337	72

*All \$ X 1,000*

**BR 66 ON BRECK'S LANE, NORTH OF WILMINGTON**

**PROJECT SCOPE/DESCRIPTION:** Replace superstructure with concrete slab with stone faced parapets and taper down stone parapets at bridge approaches.



**PROJECT JUSTIFICATION:** The bridge is structurally deficient and is currently ranked 55 on the bridge deficiency listing.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 4  
**Senatorial District:** 6

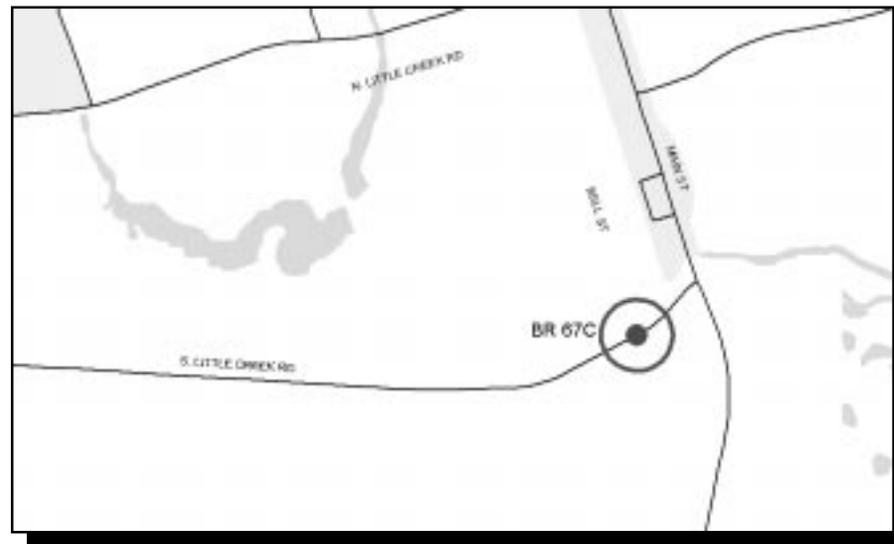
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
99-071-05	100% ST 80% FHWA	5 170	R/W C		0	5 170	39

*All \$ X 1,000*

**BR 67C ON SOUTH LITTLE CREEK ROAD OVER LITTLE RIVER,  
EAST OF DOVER**

**PROJECT SCOPE/DESCRIPTION:** Replace superstructure, rehabilitate substructure, safety improvements at approaches and scour protection measures for foundation.

**PROJECT JUSTIFICATION:** Existing superstructure is in poor condition and beam strands are exposed. There are some cracks in existing abutments. The bridge is structurally deficient and is currently ranked 173 on the bridge deficiency listing.



**County:** Kent  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 28, 32  
**Senatorial District:** 17

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
99-072-02	100% ST 80% FHWA	5 424	R/W C		0	5 424	90

*All \$ X 1,000*

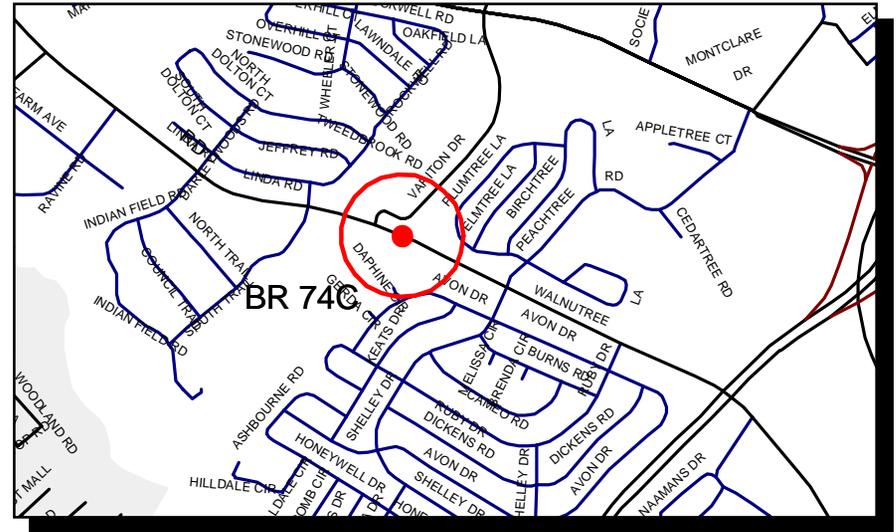
**BR 74C ON DARLEY ROAD OVER RAILROAD**

**PROJECT SCOPE/DESCRIPTION:** Shear cracks in concrete piers will be corrected by constructing an external support system to the pier.



**PROJECT JUSTIFICATION:** Cracks in the piers affect the serviceability of the structure. It is currently ranked 146 on the bridge deficiency listing.

**County:** New Castle  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 7, 8  
**Senatorial District:** 4, 5



FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
99-074-01	100% ST 80% FHWA	5 112	R/W C*		0	5	5

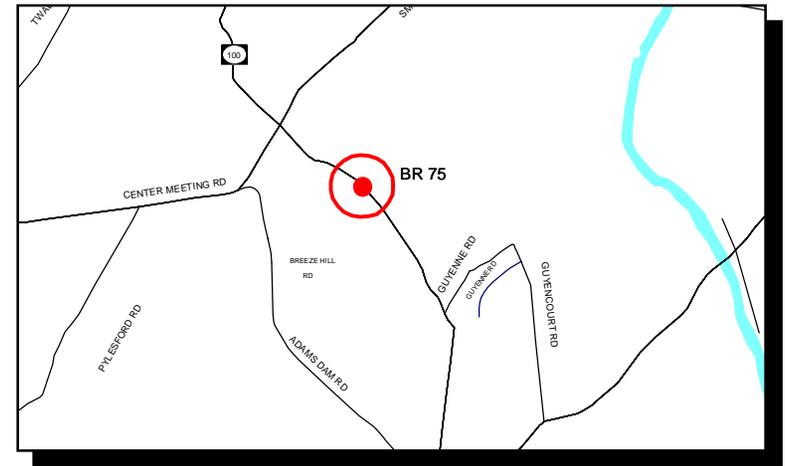
*All \$ X 1,000*

**BR 75 ON MONTCHANNIN ROAD (SR100)**

**PROJECT SCOPE/DESCRIPTION:** Replace structure with concrete box culvert with stone faced parapets and wingwalls; wingwalls will be tapered down to eliminate the need for guardrail.



**PROJECT JUSTIFICATION:** The bridge is structurally deficient and is currently ranked 127 on the bridge deficiency listing.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 12  
**Senatorial District:** 6

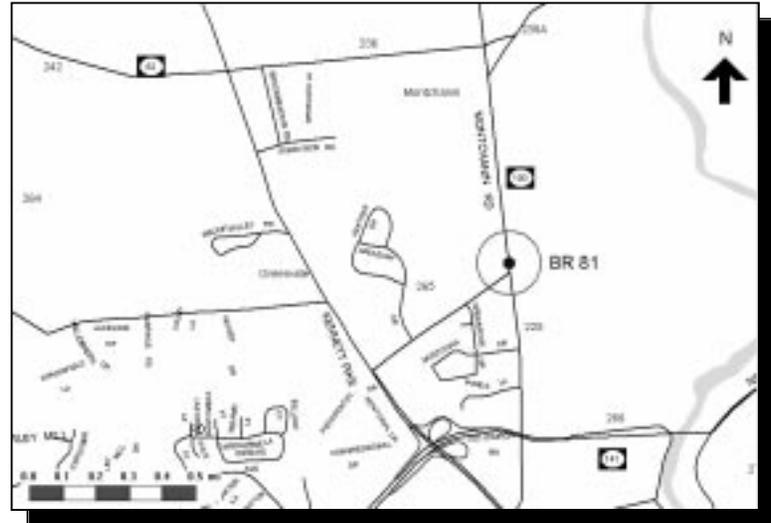
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
99-071-03	100% ST 80% FHWA	20 242	R/W C		0	20 242	68

*All \$ X 1,000*

**BR 81 ON MONTCHANNIN ROAD, N225**

**PROJECT SCOPE/DESCRIPTION:** Rehabilitate existing structure including repointing stone masonry, repairing concrete slab, placing scour protection, and enclosing drainage ditches.

**PROJECT JUSTIFICATION:** The bridge is structurally deficient and deteriorated. It is currently ranked 86 on the bridge priority listing.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 12  
**Senatorial District:** 6

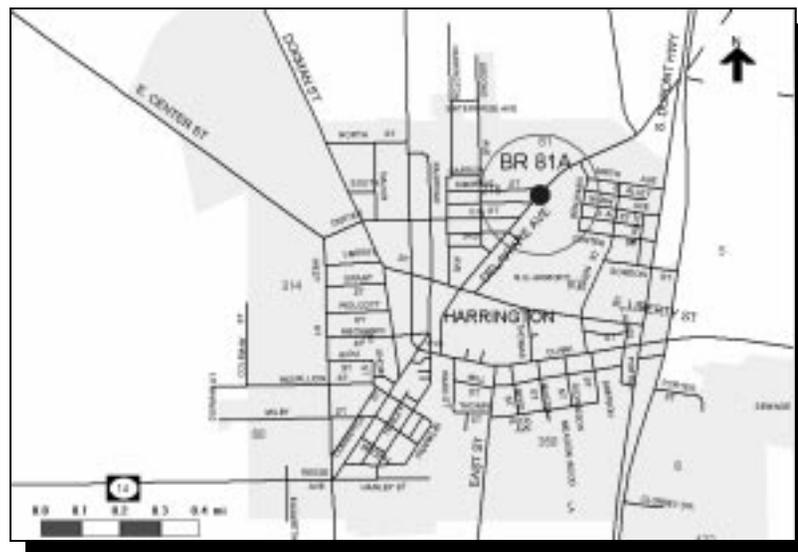
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
97-074-15	80% FHWA	225	C	225	0		0

*All \$ X 1,000*

**BR 81A ON DELAWARE AVENUE (K 81) OVER BROWN BRANCH, HARRINGTON**

**PROJECT SCOPE/DESCRIPTION:** Replace existing culvert with precast box culvert. It will be constructed together with BR 81B.

**PROJECT JUSTIFICATION:** The bridge is structurally deficient and is currently ranked 58 on the bridge priority listing.



**County:** Kent  
**Municipality:** Harrington  
**Program Category:** System Preservation  
**Representative District:** 30  
**Senatorial District:** 18

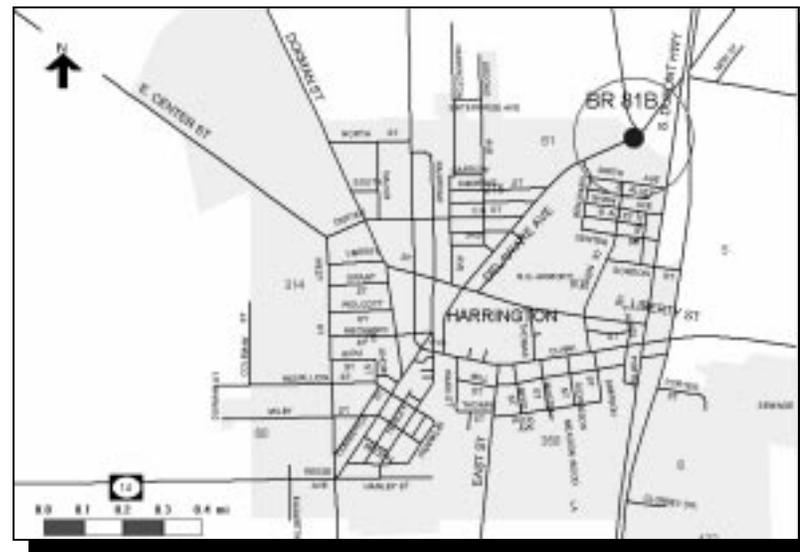
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
97-072-04	80% FHWA	377	C	377	0		0

*All \$ X 1,000*

**BR 81B ON DELAWARE AVENUE (K 81) OVER BROWN BRANCH, HARRINGTON**

**PROJECT SCOPE/DESCRIPTION:** Replace steel beam concrete deck bridge with precast concrete rigid frame. It will be constructed together with BR 81A.

**PROJECT JUSTIFICATION:** The bridge is structurally deficient and is currently ranked 9 on the bridge priority listing.



**County:** Kent  
**Municipality:** Harrington  
**Program Category:** System Preservation  
**Representative District:** 30  
**Senatorial District:** 18

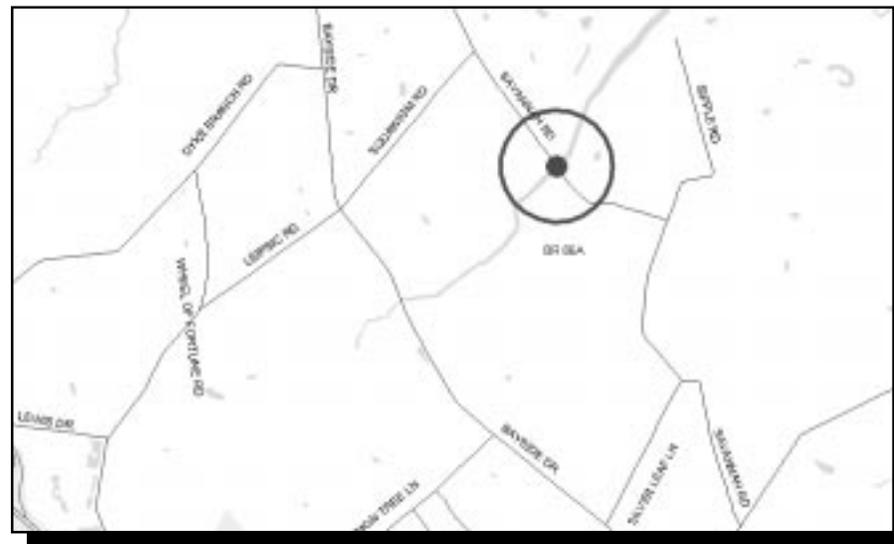
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
97-072-03	80% FHWA	567	C	567	0		0

*All \$ X 1,000*

**BR 86A ON SAVANNAH ROAD OVER MUDDY BRANCH, SOUTHEAST OF LEIPSIC**

**PROJECT SCOPE/DESCRIPTION:** Replace structure with prestressed concrete bridge on pile supported abutments and piers. Place guardrail at approaches. Place riprap at abutments

**PROJECT JUSTIFICATION:** The bridge is structurally deficient, poor superstructure, and substructure. It is currently ranked 169 on the bridge deficiency listing.



**County:** Kent  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 28  
**Senatorial District:** 17

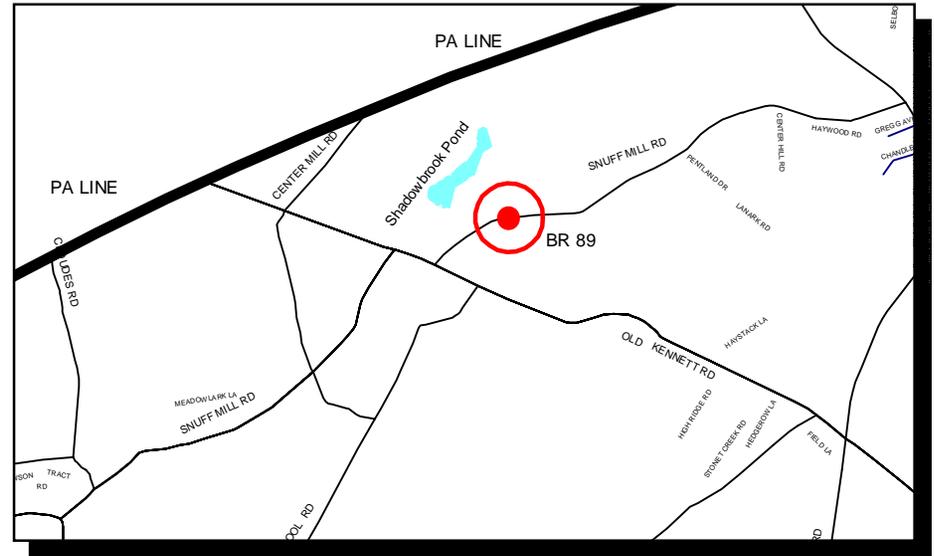
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
99-072-01	100% ST 100% ST 80% FHWA	145 10 1,276	PE R/W C	145	0	10 1,276	265

*All \$ X 1,000*

**BR 89 ON SNUFF MILL ROAD**

**PROJECT SCOPE/DESCRIPTION:** Replace structure with concrete box culvert, with stone face parapets and wingwalls. Wingwalls will be tapered down and flared outside of clear zone to eliminate the need for guardrail.

**PROJECT JUSTIFICATION:** The bridge is structurally deficient and is currently ranked 126 on the bridge deficiency listing.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 12  
**Senatorial District:** 6

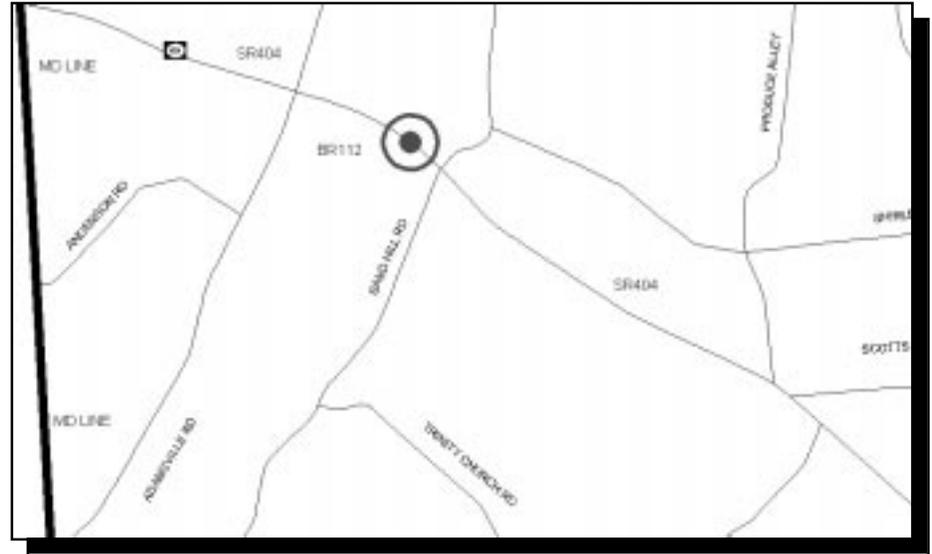
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
99-071-07	100% ST 80% FHWA	20 242	R/W C*		0	20	20

*All \$ X 1,000*

**BR112 ON SR404 OVER MARSHY HOPE CREEK, NORTHWEST OF BRIDGEVILLE**

**PROJECT SCOPE/DESCRIPTION:** Remove existing hot-mix on bridge deck and replace with high performance concrete; install pile jackets around existing piles; and safety improvements at approaches.

**PROJECT JUSTIFICATION:** Existing steel piles show rust on exposed surfaces. Minor beam cracks were patched in the past. Fiberglass jackets and high performance concrete deck will slow pile and beam deterioration. The bridge is currently ranked 80 on the bridge deficiency listing.



**County:** Sussex  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 35  
**Senatorial District:** 19

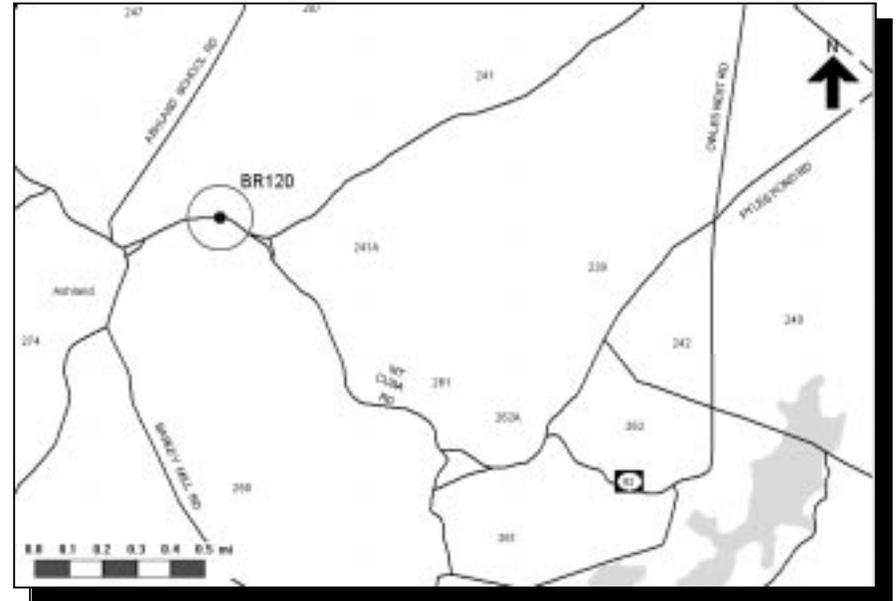
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
99-076-01	100% ST 80% FHWA	5 450	R/W C		0	5 450	95

*All \$ X 1,000*

**BR120 ON MT. CUBA ROAD (SR 82) OVER RED CLAY CREEK**

**PROJECT SCOPE/DESCRIPTION:** Rehabilitate existing historic concrete arch maintaining existing geometry. Guardrails will be placed at bridge ends to improve safety.

**PROJECT JUSTIFICATION:** Concrete arches are deteriorated and spalling exposing reinforcing steel. The bridge is currently ranked 53 on the bridge priority list.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 12  
**Senatorial District:** 6

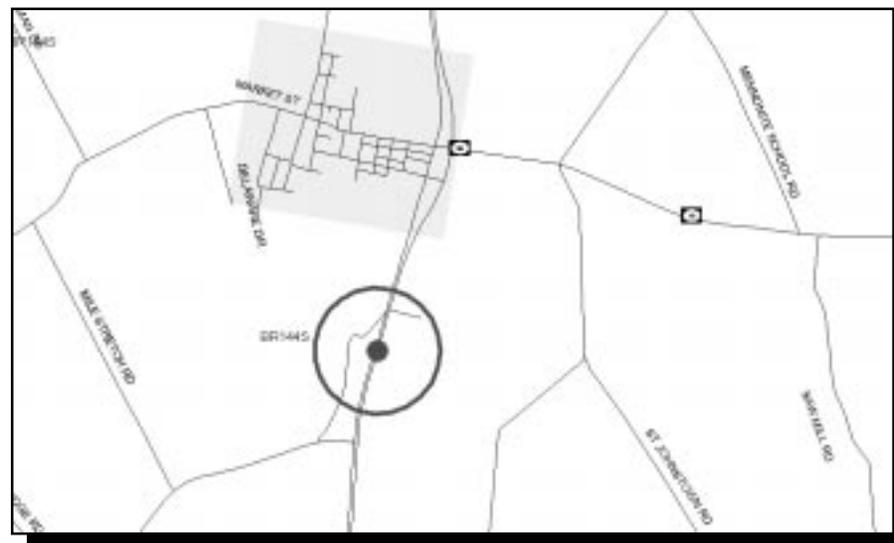
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
98-074-01	80% FHWA	540	C	540	0		0

*All \$ X 1,000*

**BR144S ON US 13 OVER ART BRANCH, SOUTH OF GREENWOOD**

**PROJECT SCOPE/DESCRIPTION:** Place concrete slab on the existing rigid frame; safety improvement at approaches; fill scour holes in the stream.

**PROJECT JUSTIFICATION:** Existing bridge is posted for multi-vehicle posting and does not meet current standard loading criteria. The bridge is on a major truck route and a new slab will carry standard trucks. The bridge is structurally deficient and is currently ranked 81 on the bridge deficiency listing.



**County:** Sussex  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 35  
**Senatorial District:** 19

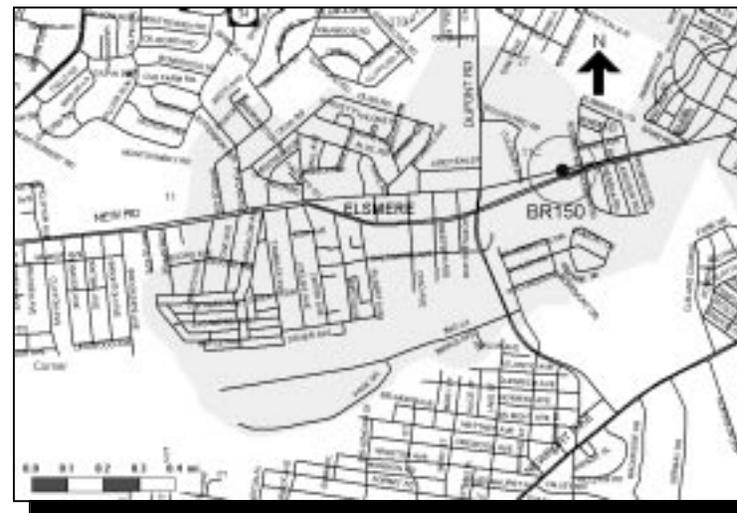
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
99-076-02	100% ST 80% FHWA	5 285	R/W C		0	5 285	62

*All \$ X 1,000*

**BR150 ON NEW ROAD, ELSMERE**

**PROJECT SCOPE/DESCRIPTION:** Rehabilitate existing concrete structure maintaining existing geometry. Parapets and sidewalks will be reconstructed. Riprap will be placed in the stream for scour protection.

**PROJECT JUSTIFICATION:** Bridge is deteriorated and structurally deficient. It is currently ranked 40 on the bridge priority listing.



**County:** New Castle  
**Municipality:** Elsmere  
**Program Category:** System Preservation  
**Representative District:** 13  
**Senatorial District:** 7

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
98-074-02	100% ST 80% FHWA	5 178	R/W C	5 178	0		0

*All \$ X 1,000*

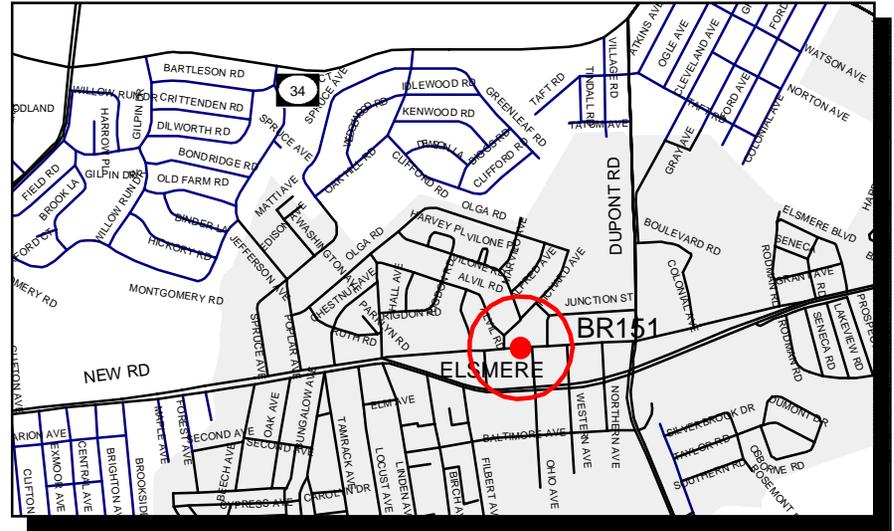
**BR151 ON NEW ROAD, ELSMERE**

**PROJECT SCOPE/DESCRIPTION:** Replace superstructure with prestressed concrete slabs with concrete deck and stone faced parapets. Repoint stone abutments. Place riprap on stream banks at entrance and exit.

**PROJECT JUSTIFICATION:** The bridge is structurally deficient with poor superstructure. It is currently ranked 165 on the bridge deficiency listing.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 13, 16  
**Senatorial District:** 7



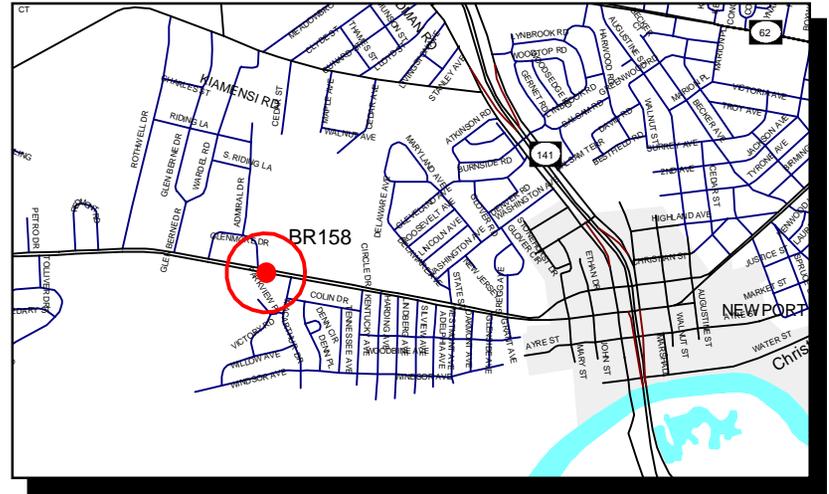
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
99-071-01	100% ST 100%ST 80% FHWA	47 5 278	PE R/W C	47	0	5 278	61

*All \$ X 1,000*

**BR158 ON SR 4 OVER HERSHEY RUN**

**PROJECT SCOPE/DESCRIPTION:** Replace structure with precast concrete box. Construction will be phased to maintain traffic. Guardrail will be placed at approaches and riprap will be placed in the channel.

**PROJECT JUSTIFICATION:** The bridge is structurally deficient and is currently ranked 64 on the bridge deficiency list.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 19  
**Senatorial District:** 9



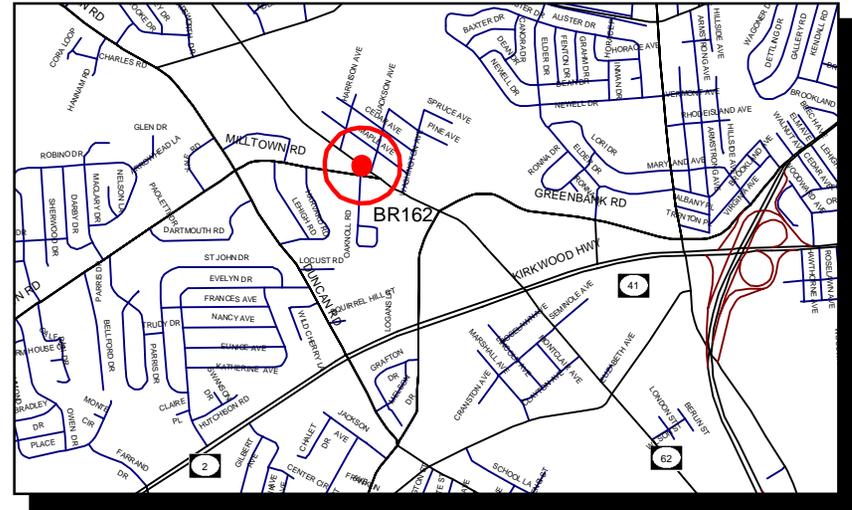
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
99-071-04	100% ST 80% FHWA	20 881	R/W C*		0	20	20

*All \$ X 1,000*

**BR162 ON NEWPORT GAP PIKE (SR 41) OVER HYDE RUN**

**PROJECT SCOPE/DESCRIPTION:** Place a concrete slab on the existing rigid frame, safety improvements at approaches and fill scour holes in the stream.

**PROJECT JUSTIFICATION:** Currently, the bridge is posted for multi-vehicle posting because of its low load carrying capacity. Placement of a concrete slab will bring this bridge to the current standard design load. It is currently ranked 39 on the bridge deficiency listing.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 12, 13  
**Senatorial District:** 7

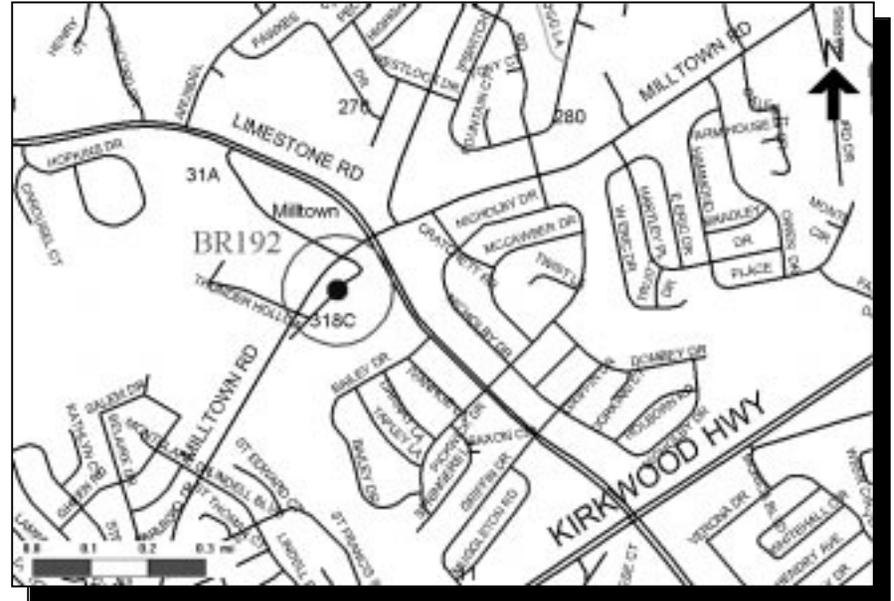
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
99-074-03	100% ST 80% FHWA	10 345	R/W C		0	10 345	79

*All \$ X 1,000*

**BR192 ON OLD MILLTOWN ROAD (N318C)**

**PROJECT SCOPE/DESCRIPTION:** Rehabilitate steel beam timber deck bridge.

**PROJECT JUSTIFICATION:** The bridge is structurally deficient and is currently ranked 31 on the bridge priority listing.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 21  
**Senatorial District:** 9

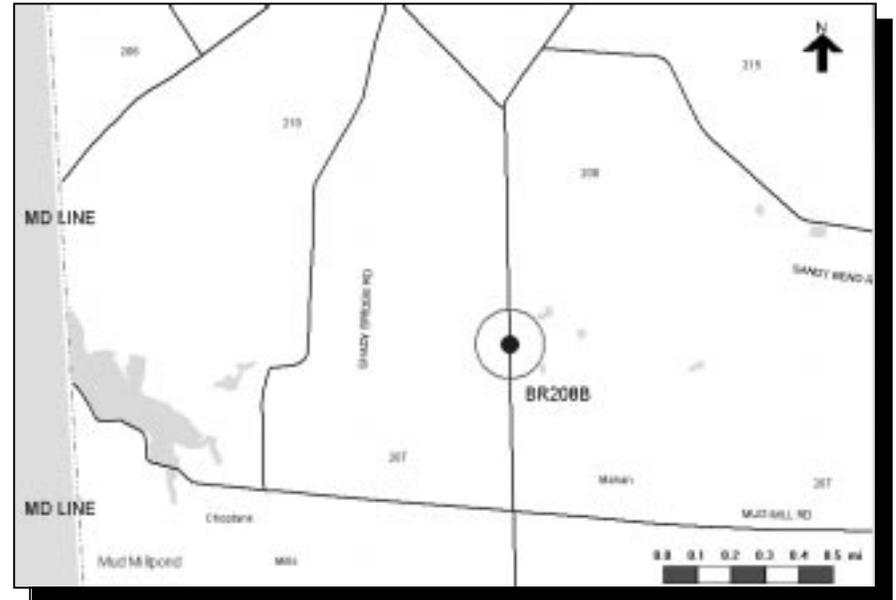
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
97-074-13	80% FHWA	179	C	179	0		0

*All \$ X 1,000*

**BR208B ON MAHAN CORNER ROAD OVER SHADES BRANCH  
SOUTHEAST OF MARYDEL**

**PROJECT SCOPE/DESCRIPTION:** Replace superstructure with prestressed concrete box beams and seal cracks in the concrete abutments.

**PROJECT JUSTIFICATION:** Serious spalls in the existing beams have exposed bottom reinforcement. Abutment walls have deep cracks. It is currently ranked 47 on the bridge priority listing.



**County:** Kent  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 30  
**Senatorial District:** 15

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
98-072-01	100% ST 80% FHWA	10 402	R/W C	10	0	402	80

*All \$ X 1,000*

**BR211A ON STILL ROAD (K211) OVER CHOPTANK RIVER**

**PROJECT SCOPE/DESCRIPTION:** This historic timber/steel bridge will be replaced in kind. The new bridge will be single lane 16' wide curb to curb and will mimic the existing support columns, steel beams and the timber deck. A crash worthy timber railing will be installed for safety and the existing handrail will be refurbished and attached to the outside of the timber railing. Approach dirt roadway will be raised a foot to gain underclearance for floating debris. Scour protection for the substructure will also be added.

**PROJECT JUSTIFICATION:** The bridge is structurally deficient and is currently ranked 16 on the bridge priority listing.



**County:** Kent  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 30  
**Senatorial District:** 15

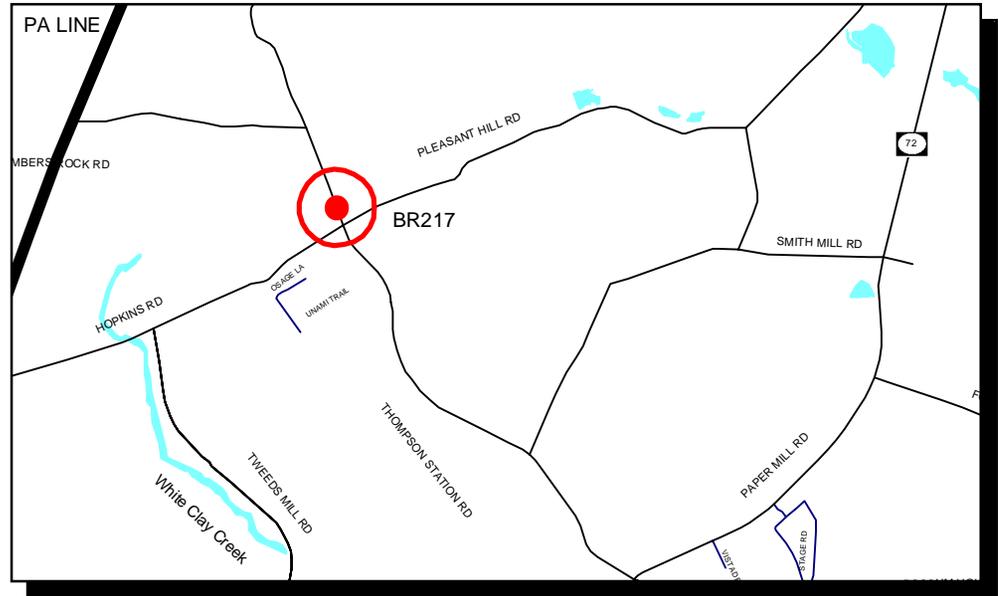
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
97-072-01	100% ST 100% ST 80% FHWA	98 5 528	PE R/W C	98 5	0	528	0

*All \$ X 1,000*

**BR217 ON THOMPSON ROAD OVER WHITE CLAY CREEK TRIBUTARY**

**PROJECT SCOPE/DESCRIPTION:** Replace existing concrete rigid frame; safety improvements at approach roadway and scour protection measures for foundation.

**PROJECT JUSTIFICATION:** Existing rigid frame is in poor condition. Several spalled areas have been patched in the past and currently west side slab rebar is exposed. The bridge is structurally deficient and is currently ranked 88 on the bridge deficiency list.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 22  
**Senatorial District:** 6

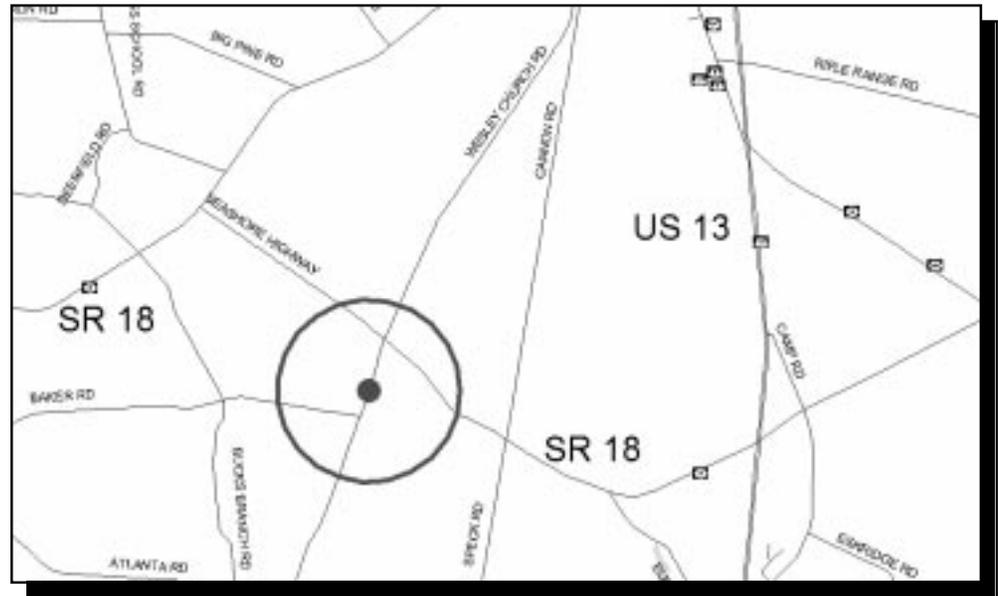
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
99-071-06	100% ST 80% FHWA	10 401	R/W C		0	10 401	90

*All \$ X 1,000*

**BR227 ON WESLEY CHURCH ROAD OVER BUCKS CREEK TRIBUTARY, SOUTHWEST OF BRIDGEVILLE**

**PROJECT SCOPE/DESCRIPTION:** Replace existing rigid frame; safety improvements at approaches and scour protection measures at foundation.

**PROJECT JUSTIFICATION:** Existing concrete rigid frame is deteriorated and has major crack in the middle. The bridge is structurally deficient and is currently ranked 104 on the bridge deficiency listing.



**County:** Sussex  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 39  
**Senatorial District:** 19

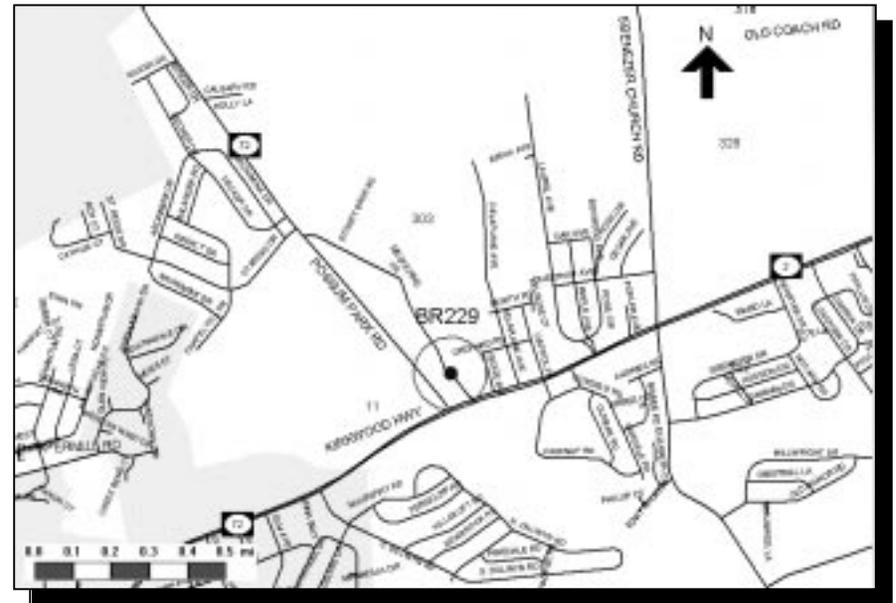
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
99-073-03	100% ST 80% FHWA	10 395	R/W C*		0	10	10

*All \$ X 1,000*

**BR229 ON OLD POSSUM PARK ROAD OVER MIDDLE RUN**

**PROJECT SCOPE/DESCRIPTION:** Replace existing acrow bridge with prestressed concrete beam.

**PROJECT JUSTIFICATION:** The bridge is structurally deficient and is currently ranked 30 on the bridge priority listing.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 14  
**Senatorial District:** 8, 9

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
97-071-03	100% ST	620	C	620	0		0

*All \$ X 1,000*

**BR269, BR568 AND BR569 ON TWEEDS MILL ROAD OVER WHITE CLAY CREEK**

**PROJECT SCOPE/DESCRIPTION: BR269**

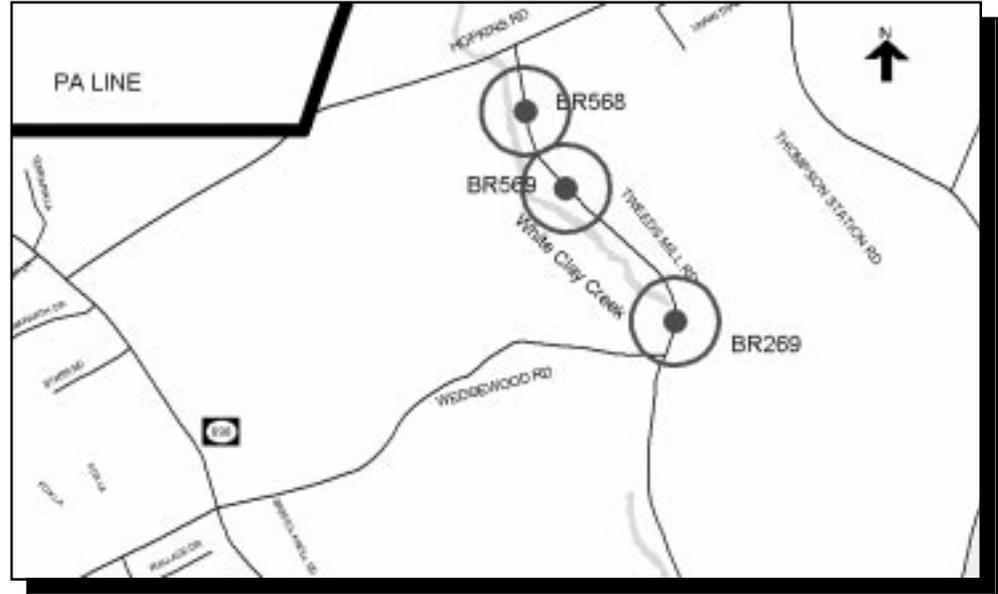
- Replace superstructure on Tweeds Mill road with timber deck and rehabilitate substructure, seal cracks in the abutments.

Project # 98-071-05

BR568 - Replace deteriorated timber bridge with reinforced concrete box culvert on existing alignment. Project # 98-071-03

BR569 - Replace superstructure with concrete slab and rehabilitate substructure. The rehabilitation includes sealing cracks in the concrete abutment. Project # 98-071-04.

**PROJECT JUSTIFICATION:** The bridges are structurally deficient and BR568 is currently ranked 11, and BR569 is currently ranked 72 on the bridge priority listing.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 22  
**Senatorial District:** 6

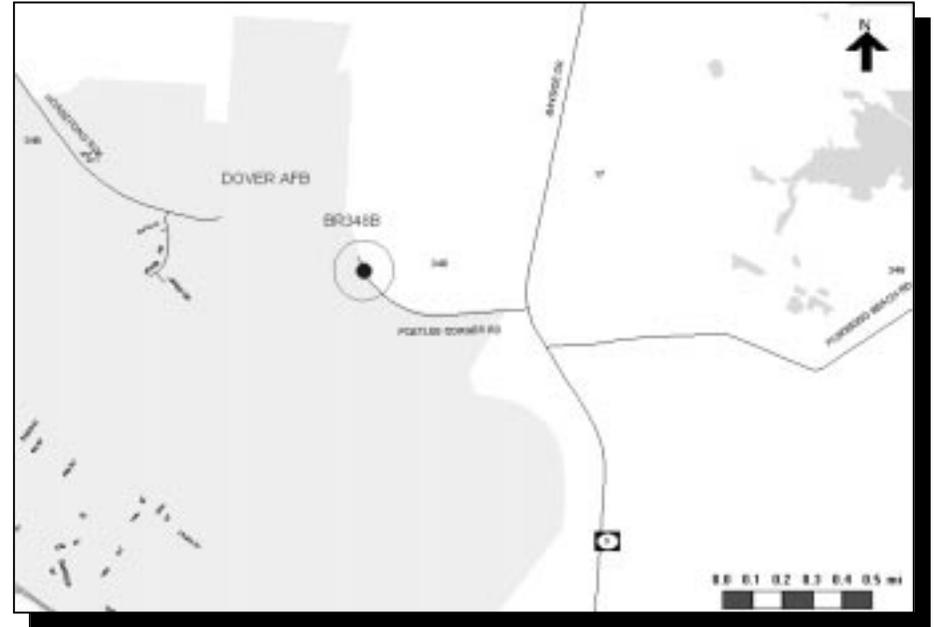
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
98-071-03/04/05	100%ST 80%FHWA	12 453	R/W C	12 453	0		0

*All \$ X 1,000*

**BR348A ON POSTLES CORNER ROAD, NORTHEAST OF DOVER AIR FORCE BASE**

**PROJECT SCOPE/DESCRIPTION:** Rehabilitate deteriorated timber bridge maintaining existing geometry. Repairs include replacement of timber deck and strengthening of other substructure members. This bridge is located at one of the entrances to Dover Air Force Base.

**PROJECT JUSTIFICATION:** The bridge is deteriorated and is structurally deficient. It is currently ranked 23 on the bridge priority listing.



**County:** Kent  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 32  
**Senatorial District:** 16, 17

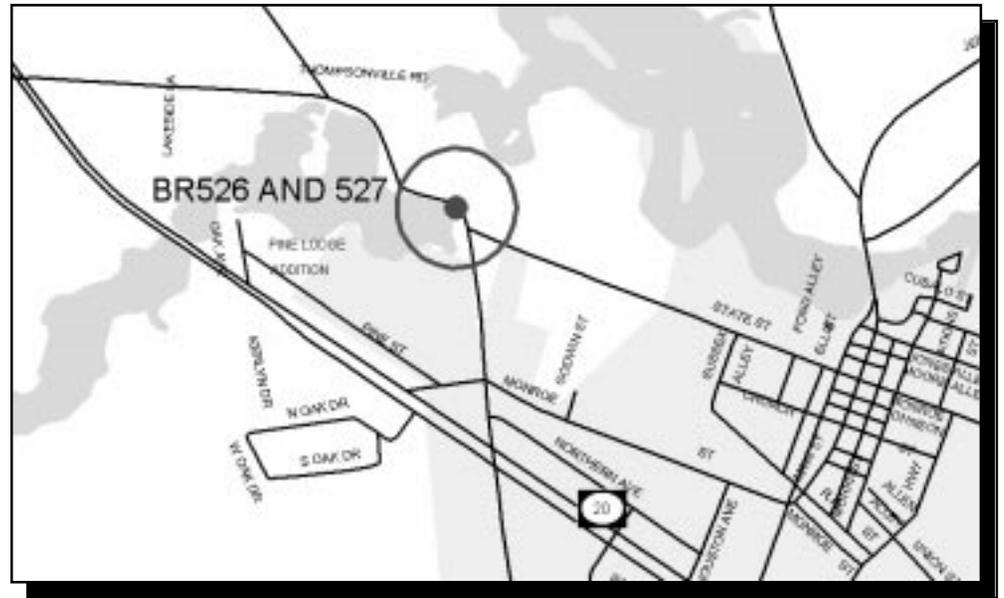
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
98-075-02	100% ST 100% ST 80% FHWA	50 5 240	PE R/W C		0	50 5 240	98

*All \$ X 1,000*

**BR526 AND 527 ON BETTS POND, MILLSBORO**

**PROJECT SCOPE/DESCRIPTION:** Replace BR527 with concrete frame structure with sheet pile spillway. Replace BR526 with concrete pipe. Place guardrail at bridge approaches. Stabilized slopes with bio-engineering.

**PROJECT JUSTIFICATION:** Bridges have low structural capacity and narrow width. BR526 is ranked 61 and BR527 is ranked 39 on the bridge deficiency listing.



**County:** Sussex  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 41  
**Senatorial District:** 3

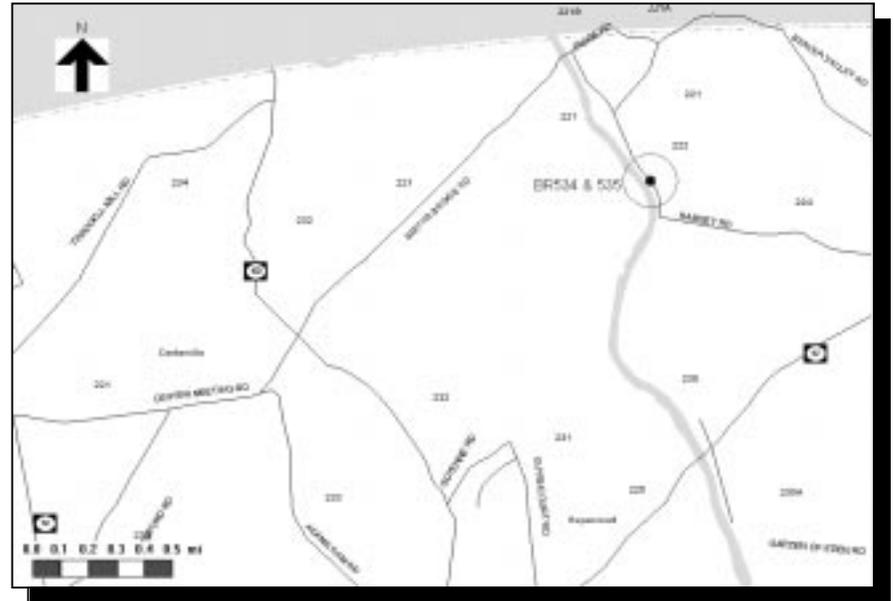
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
99-073-01	100% ST 80% FHWA	20 628	R/W C*		0	20	20

*All \$ X 1,000*

**BR534 AND BR535 ON RAMSEY ROAD, OVER BRANDYWINE CREEK TRIBUTARY NORTH OF WILMINGTON**

**PROJECT SCOPE/DESCRIPTION:** Replace deteriorated concrete culvert with a reinforced concrete box culvert. The box will be extended beyond the clear zone to eliminate placement of guardrail.

**PROJECT JUSTIFICATION:** The existing culvert is deteriorated and structurally deficient. It is currently ranked 24 on the bridge priority listing.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 10  
**Senatorial District:** 6

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
98-071-01/02	100% ST 80% FHWA	25 469	R/W C	25	0	469	94

*All \$ X 1,000*

**BR553 AND BR554 ON PHILADELPHIA PIKE OVER HOLLY OAK CREEK**

**PROJECT SCOPE/DESCRIPTION:** Reconstruct BR553 and BR554 with precast concrete box culvert matching existing geometry. Tie into existing wingwalls at the outlet end. Construction will be phased to maintain two lanes of traffic

**PROJECT JUSTIFICATION:**

BR553 is structurally deficient and is currently ranked 5 on the bridge priority listing.  
BR554 although not ranked high will be completed at the same time.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 6, 8  
**Senatorial District:** 5

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
97-071-07	80% FHWA	724	C	724	0		0

*All \$ X 1,000*

**BR575 ON MARKET STREET BRIDGE OVER BRANDYWINE RIVER**

**PROJECT SCOPE/DESCRIPTION:** Replace deck, repair concrete spalls, repair gunite encased steel, repair or replace corroded steel members, repair or replace cast stone façade.

**PROJECT JUSTIFICATION:** The bridge is structurally deficient and is currently ranked 89 on the bridge deficiency listing.



**County:** New Castle

**Municipality:** Wilmington

**Program Category:** System Preservation

**Representative District:** 3

**Senatorial District:** 3

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
99-074-02	100% ST 80% A/C FHWA	10 2,000	R/W C*		0	10	10

*All \$ X 1,000*

**BR578 ON NORTHEAST BOULEVARD OVER SHELLPOT CREEK**

**PROJECT SCOPE/DESCRIPTION:** Replace superstructure, rehabilitate substructure. Substructure repairs include sealing cracks in the abutment, raising bearing pads, and replacing riprap for scour protection. In the FY 1998-2003 CIP the construction for this project was scheduled for FY 1998, however, because of the scheduled construction on I-95 from US202 to the PA Line scheduled in FY 1999, this bridge project will now be constructed in FY 2000.

**PROJECT JUSTIFICATION:** The bridge is structurally deficient and is currently ranked 79 on the bridge priority listing.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 6  
**Senatorial District:** 2, 4

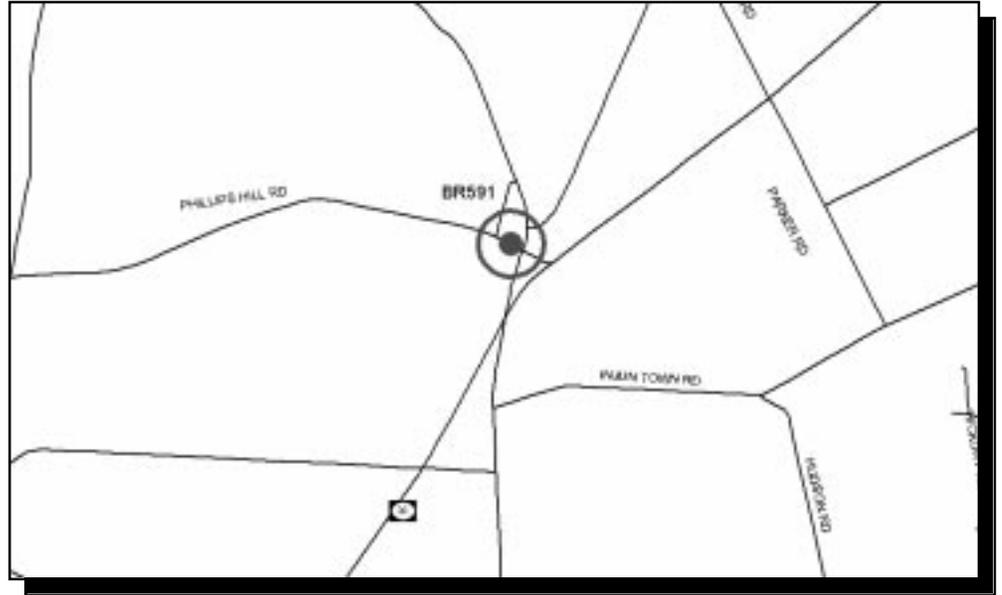
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
97-071-02	100% ST 80% FHWA	11 694	R/W C	11 694	0		0

*All \$ X 1,000*

**BR591 ON PHILLIPS HILL ROAD OVER SUNSET BRANCH, WEST OF MILLSBORO**

**PROJECT SCOPE/DESCRIPTION:** Replace structure with new timber bridge; place timber guardrail at approaches; place riprap on slopes.

**PROJECT JUSTIFICATION:** The bridge is structurally deficient, with poor substructure. It is currently ranked 171 on the bridge deficiency listing.



**County:** Sussex  
**Municipality:**

**Program Category:** System Preservation  
**Representative District:** 41  
**Senatorial District:** 20

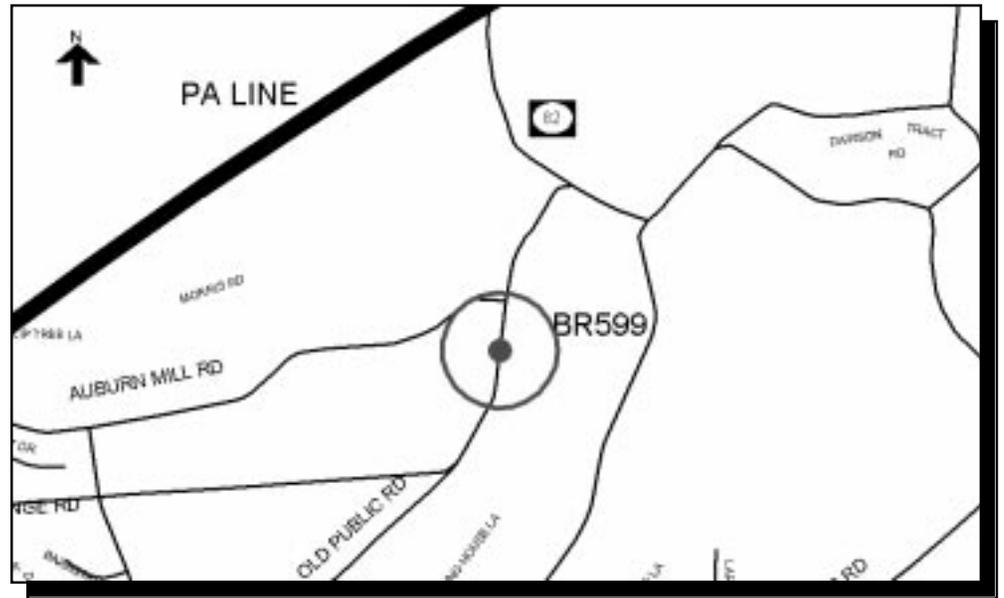
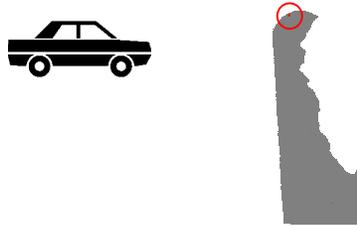
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
99-073-02	100% ST 80% FHWA	10 271	R/W C		0	10 271	64

*All \$ X 1,000*

**BR599 ON BERGE ROAD OVER SMALL CREEK**

**PROJECT SCOPE/DESCRIPTION:** Replace existing rigid frame; safety improvements at approaches; scour protection measures for foundation.

**PROJECT JUSTIFICATION:** The existing concrete rigid frame is in poor condition. Slab rebars are exposed. The bridge is structurally deficient and is currently ranked 24 on the bridge deficiency listing.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 12  
**Senatorial District:** 6

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
99-071-09	100% ST 80% FHWA	10 283	R/W C*		0	10	10

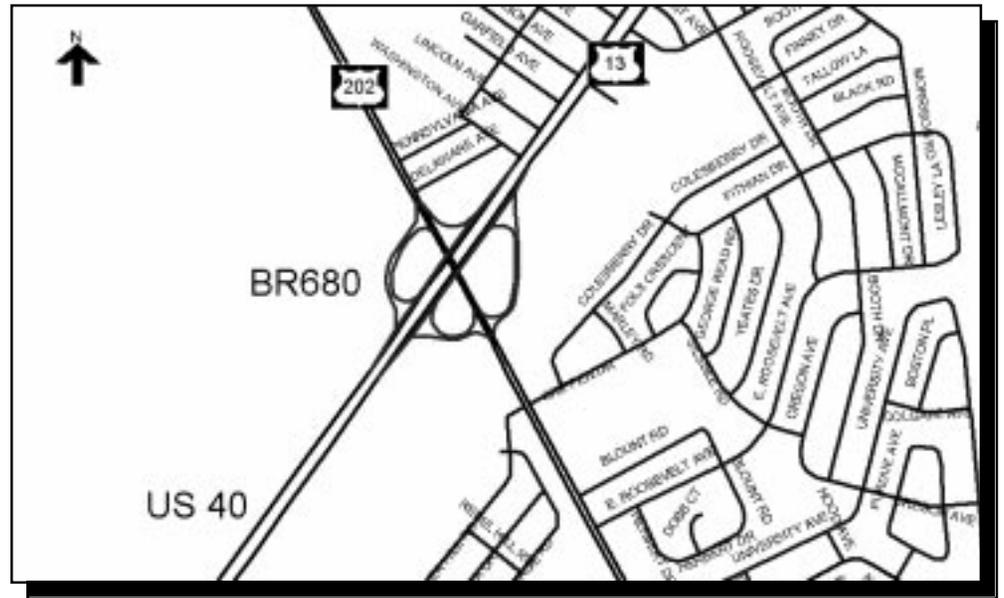
*All \$ X 1,000*



**BR680 ON SR141 OVER US 13**

**PROJECT SCOPE/DESCRIPTION:** Replace superstructure and rehabilitate substructure. Gain additional under clearance by using high performance steel girders and fiber reinforced plastic deck panels with high performance concrete overlay.

**PROJECT JUSTIFICATION:** Superstructure is in poor condition. Steel beams are frequently hit by truck traffic due to low clearance. The bridge is structurally deficient and is currently ranked 27 on the bridge deficiency listing.



**County:** New Castle  
**Municipality:** Wilmington  
**Program Category:** System Preservation  
**Representative District:** 15, 17  
**Senatorial District:** 12, 13

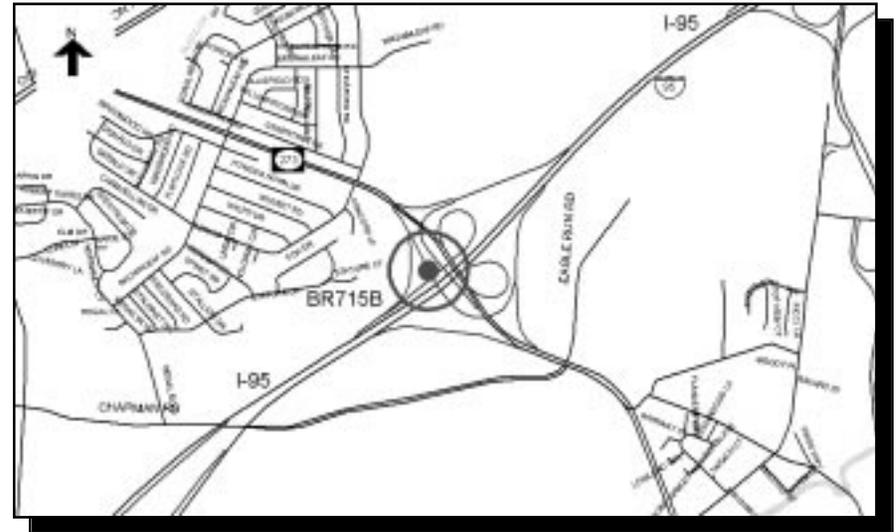
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
99-071-10	100% ST 80% A/C FHWA	150 3,375	R/W C*		0	150	150

*All \$ X 1,000*

**BR715B (RAMP B) ON SR273 OVER I-95**

**PROJECT SCOPE/DESCRIPTION:** Patch spalls and cracks in piers and abutments; replace expansion joints with strip seals; paint bearings, bottom flanges and beam ends; replace asphalt with microsilica overlay; coat parapets with epoxy coating.

**PROJECT JUSTIFICATION:** Cracks in the piers are potential threat to integrity. Leaking joints are corroding steel beam ends, bearing, diaphragms. The beams need spot painting to protect them from further corrosion. The bridge is currently ranked 46 on the bridge deficiency listing.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 18, 26  
**Senatorial District:** 9, 11

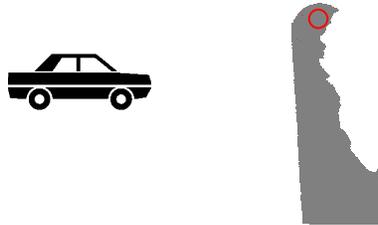
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
98-074-04	80% FHWA	1,500	C		0	1,500	33

*All \$ X 1,000*

**BR745 ON I-95 OVER CONRAIL**

**PROJECT SCOPE/DESCRIPTION:** Replace joint seals, approach slabs, and broken anchor bolts; repair screen shields, concrete spalls and eroded slopes; reface barrier to f-shaped; install splice plates over fatigue sensitive connections.

**PROJECT JUSTIFICATION:** The bridge is deteriorated and is currently ranked 75 on the bridge deficiency listing.



**County:** New Castle  
**Municipality:** Wilmington  
**Program Category:** System Preservation  
**Representative District:** 16  
**Senatorial District:** 13

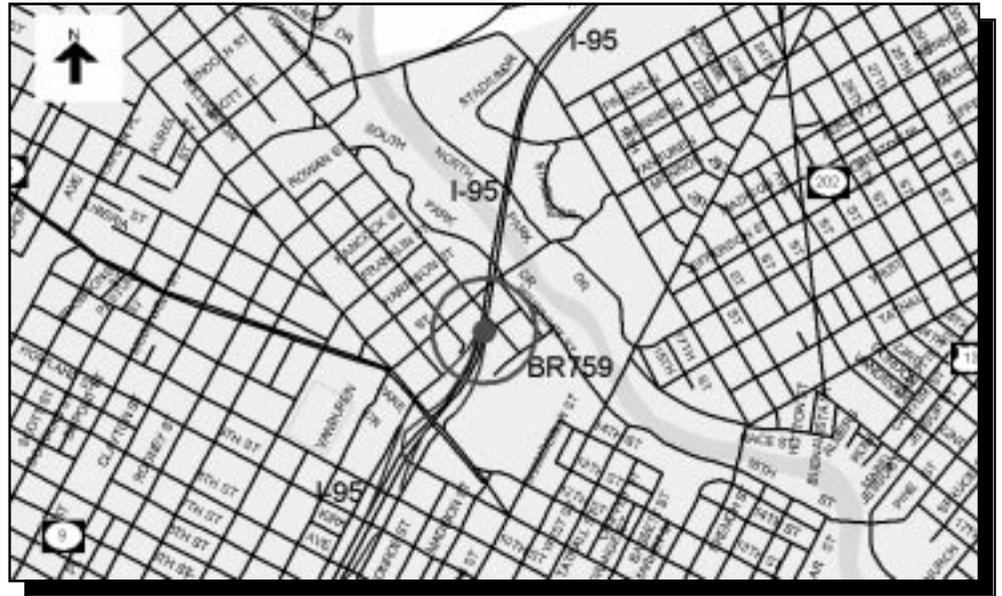
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
99-074-04	100% ST 80% A/C FHWA	10 1,500	R/W C*		0	10	10

*All \$ X 1,000*

**BR759 ON I-95 OVER BRANDYWINE RIVER**

**PROJECT SCOPE/DESCRIPTION:** Repair pier caps; install drain troughs under finger joints; post tension pier caps as needed.

**PROJECT JUSTIFICATION:** The bridge is structurally deficient and is currently ranked 56 on the bridge deficiency listing.



**County:** New Castle  
**Municipality:** Wilmington  
**Program Category:** System Preservation  
**Representative District:** 1  
**Senatorial District:** 1

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
99-074-05	100% ST 80% A/C FHWA	10 2,000	R/W C*		0	10	10

*All \$ X 1,000*

**BR771 NB AND BR772 SB ON I-95 OVER SHIPLEY ROAD**

**PROJECT SCOPE/DESCRIPTION:**

BR771- Replace joint seals; repair spalled concrete at abutments and piers; clean, lubricate and paint bearings; replace sheared anchor bolts; and repair slope protection.

BR772 - Replace joint seals; repair spalled concrete; clean and lubricate bearings; paint beam ends; replace sheared off anchor bolts; and repair slope protection.

**PROJECT JUSTIFICATION:**

BR771 - Rehabilitation is required to extend the life of the structure. It is currently ranked 44 on the bridge priority listing.

BR772 - The leaking joints are rusting the beams and bearings. Bearings are frozen due to rust. Anchor bolts are broken due to overstress. It is currently ranked 62 on the bridge priority listing.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 6  
**Senatorial District:** 4



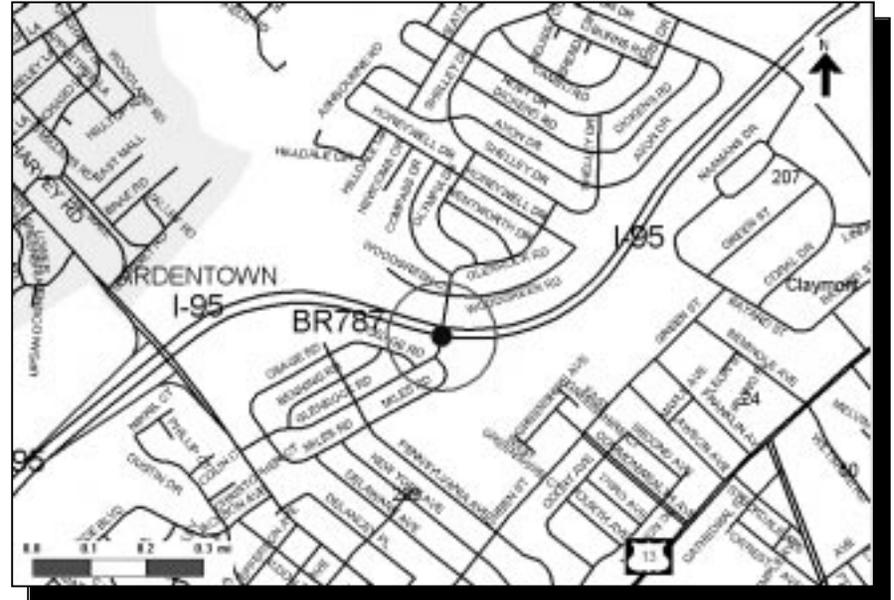
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
97-074-08	80% FHWA	400	C	400	0		0

*All \$ X 1,000*

**BR787 ON I-95 NORTHBOUND OVER GLENROCK ROAD**

**PROJECT SCOPE/DESCRIPTION:** Rehabilitate existing bridge. Replace joint seals; repair spalled concrete; and replace hot-mix strip in approach slabs.

**PROJECT JUSTIFICATION:** Joint seals are leaking causing damage to bearings and concrete below. The bridge is currently ranked 76 on the bridge priority listing.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 8  
**Senatorial District:** 4

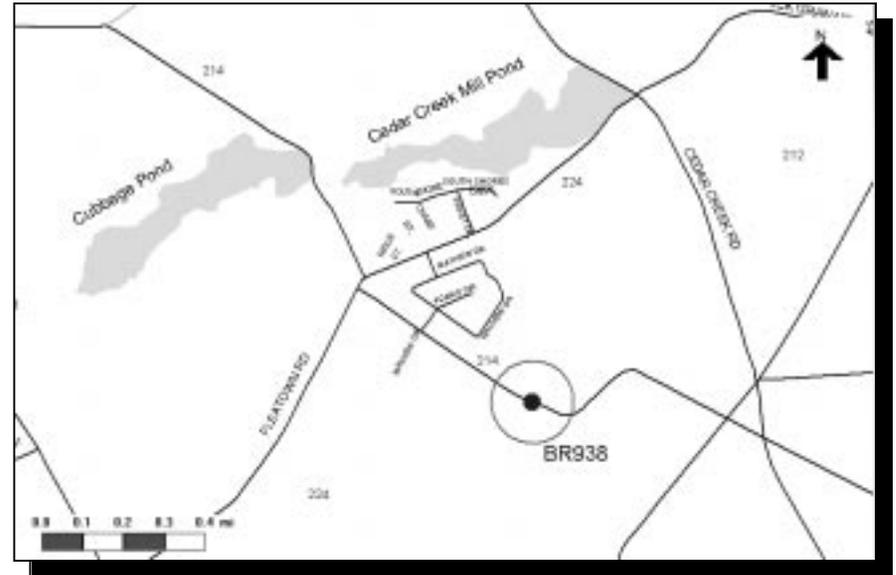
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
97-074-14	80% FHWA	200	C	200	0		0

*All \$ X 1,000*

**BR938 ON CUBBAGE POND ROAD OVER CHURCH BRANCH,  
SOUTHEAST OF MILFORD**

**PROJECT SCOPE/DESCRIPTION:** Replace deteriorated timber bridge with precast box culvert on existing alignment. Culvert will extend past the clear zone to eliminate installation of guardrail.

**PROJECT JUSTIFICATION:** Existing timber bridge is structurally deficient and deteriorated. It is currently ranked 52 on the bridge priority listing.



**County:** Sussex  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 36  
**Senatorial District:** 19

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
98-073-01	100% ST 80% FHWA	10 264	R/W C	10 264	0		0

*All \$ X 1,000*

**BRIDGE PRESERVATION PROGRAM**

**PROJECT SCOPE/DESCRIPTION:** Bridges that are identified through the bridge management program for replacement or rehabilitation are included for structurally deficient bridges, bridge painting, bridge scour, bridge inspection program, bridge deck preservation, and underwater bridge repair. This program has increased from \$16.5 Million in FY 1999 to \$18.0 Million in FY 2000, to \$20 Million in FY 2001 and each succeeding year. The overall goal is for 120 structurally deficient bridges to be reconstructed/rehabilitated over the six-year period.

**PROJECT JUSTIFICATION:** The bridge priority rating system based on deficiency ratings, updated annually to determine which bridges need repair/rehabilitation/construction.

**County:** Statewide  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:**  
**Senatorial District:**

INDIVIDUAL PROJECT SEGMENTS	FUNDING	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
		TOTAL	PROJ TTF	TOTAL	PROJ TTF
			0		9,710
STRUCTURALLY DEFICIENT	80% FHWA			3,001	
	100% ST			6,110	
NEXT YEAR INITIATIONS	100% ST			1,500	
PAINING	100% ST	817		2,000	
SCOUR	100% ST	238		300	
INSPECTION & MGT	80% FHWA	2,000			
DECK PRESERVATION	100% ST	307		700	
UNDERWATER REPAIR	100% ST	100		100	

**ALL \$ X 1,000**

**CHURCHMAN'S CROSSING CAPACITY IMPROVEMENTS**

**PROJECT SCOPE/DESCRIPTION:** Design and construction to replace the existing bridge with a new facility on Churchman's Road over top of I-95. The initial typical section will include one lane on Churchman's Road in each direction with shoulders and a full bicycle/pedestrian lane. The bridge will be designed for a future left turn storage lane for a future ramp from Churchman's Road to I-95. Design will also begin for a new road from SR 1 to South of Christina Mall in the outyears of this program.

**PROJECT JUSTIFICATION:** To alleviate traffic congestion in the Churchman's Crossing area as part of the overall improvements.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Expansion  
**Representative District:** 15, 18, 23, 24, 25, 26  
**Senatorial District:** 9, 10, 11, 13

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST		CURRENT		FY 2000	
			TO COMPLETE IN TODAY'S \$	PHASE	7/98 - 6/99 TOTAL	PROJ TTF	7/99 - 6/00 TOTAL	PROJ TTF
91-075-05	Churchman's Road Bridge	100% ST 100% ST 80% A/C FHWA	780 200 9,000	PE R/W C	780	0		1,456
	Road A, Interchange	100% ST	50	PE*			200 9,000	

All \$ X 1,000

## CHURCHMAN'S CROSSING CORRIDOR IMPROVEMENTS

### PROJECT SCOPE/DESCRIPTION:

#### Overall Improvements

- A. **Sidewalks/Bicycle Path/Greenway** - Increased multi-modal activity to enable safe travel for bicyclists and pedestrians.
- B. **Bus Stop Improvements** – With increased transit activity, shelters and bus pads will allow riders refuge areas.
- C. **Enhance Transit Service** – Additional bus service including shuttles throughout the area.
- D. **ITMS** – Increase computerized traffic systems to improve traffic flow throughout the area.



#### Intersection Improvements:

- D. **SR 2/SR 7** – Additional left turn lane storage capacity for Kirkwood Highway and traffic turning onto SR 7.
- E. **SR 4/Churchman's Road** – Intersection improvements to support the Churchman's Crossing Rail Station.
- F. **SR 7/SR273**- Additional left turn storage capacity for SR273 traffic turning onto SR 7.
- G. **SR 273/Harmony Road** – Intersection improvements to address the merging of traffic on westbound SR273 between Harmony Road and I-95.
- H. **SR 2/Harmony Road** – Additional left turn storage capacity for Kirkwood Highway (SR 2) traffic turning onto SR 7.
- I. **SR 4/Harmony Road** – Additional capacity on SR 4 to improve the intersection level of service.
- J. **SR 4/SR 7** – Additional left turn storage capacity for SR 4 traffic turning onto SR 7.
- K. **SR 4/Churchman's Road** – Additional capacity at intersection to support existing recorded development.
- L. **SR273/Chapman Road** – Intersection modification to support existing record development

#### Roadway Improvements:

- M. **Harmony Road traffic calming** – This improvement(s) will be the result of the current temporary traffic rerouting through the development area.
- N. **Ramp for Churchman's Road to I-95** – Northbound access to I-95 from Churchman's Road.

**PROJECT JUSTIFICATION:** These projects are the beginning of the implementation phase for the Churchman's Crossing study.

**County:** New Castle  
**Municipality:**  
**Program Category:** System Management  
**Representative District:** 18, 19, 21  
**Senatorial District:** 9, 11

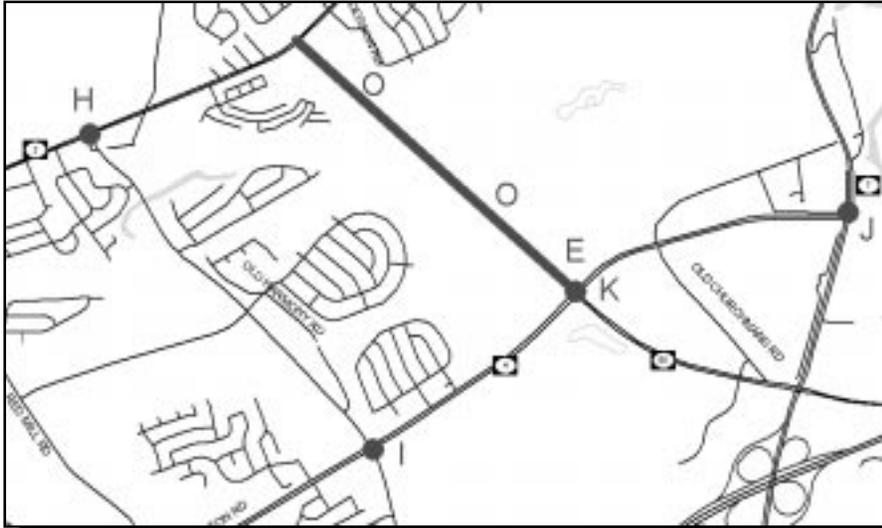


**CHURCHMAN'S CROSSING CORRIDOR IMPROVEMENTS (CONTINUED)**

INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
					0		2,572
<b>Churchman's Crossing Improve.</b>	80% FHWA	7,345		845			
	100%ST	4,673		2,115			
<b>Sidewalks/Bike Path/Greenway</b>	100%ST	1,650	PE	300		450	
	80% FHWA	8,000	C			2,000	
<b>Bus Stop Improvements</b>	100%ST	105	PE	60		15	
	100%ST	600	C			400	
<b>Enhance Transit Service ITMS</b>	100% ST	2,150	PRO			650	
	100%ST	650	PE	200		150	
	80% FHWA	4,075	C	1,155		920	
<b>Intersections</b>							
SR 2/SR 7	100%ST	90	PE*				
	80% FHWA	600	C*				
SR 4/Churchman's Rd.	100%ST	60	PE	60			
	80% FHWA	340	C			340	
SR 7/SR 273	100%ST	125	PE	125			
	80% FHWA	725	C			725	
SR 273/Harmony Rd.	100%ST	95	PE*				
	80% FHWA	700					
SR 2/Harmony Rd.	100% ST	400	PE*				
	80% FHWA	1,500	C*				
SR 4/Harmony Rd.	100%ST	400	PE*				
	80% FHWA	2,500	C*				
SR 4/SR 7 (J.P. Morgan)	100%ST	225	PE*				
	80% FHWA	1,500	C*				
SR 4/Churchman's Rd.	100%ST	400	PE*				
SR 273/Chapman Rd.	100%ST	300	PE*				
	80% FHWA	2,000	C*				
<b>Roadways</b>							
Harmony Road Traffic Calming	100%ST	100	PE	100			
	80% FHWA	550	C			550	
Ramp Churchman's Road to NB I-95	100%ST	375	PE*				
	80% FHWA	2,500	C*				

**All \$ X 1,000**

**CHURCHMAN'S CROSSING CORRIDOR IMPROVEMENTS (CONTINUED)**



***CORRIDOR PRESERVATION AND ADVANCED ACQUISITION OF RIGHTS OF WAY***

**PROJECT SCOPE/DESCRIPTION:** The corridor 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 highway corridor. As part of the subdivision review process, the department attempts to manage 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 highway’s capacity. The program may also include individual improvements such as frontage roads, intersection improvements and overpasses.

Four corridors have currently been approved: SR 1, from Five Points at Lewes to Dover AFB; SR 48, from Hercules Road to SR 41; US 13 from the Maryland line to SR 10 in Camden; and US113 from the Maryland line to Milford.

In addition to preserving capacity on selected corridors, funds are also authorized 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 a property owner hardship is identified. These are for projects that have a high probability of proceeding to construction, but specific right of way funding has not been authorized because design has not yet proceeded to a point where finite right of way plans have been developed.

**PROJECT JUSTIFICATION:** To maintain capacity along transportation corridors and to provide funding for protective buying and hardship acquisition for projects under program development or design.

**County:** Statewide  
**Program Category:** System Management

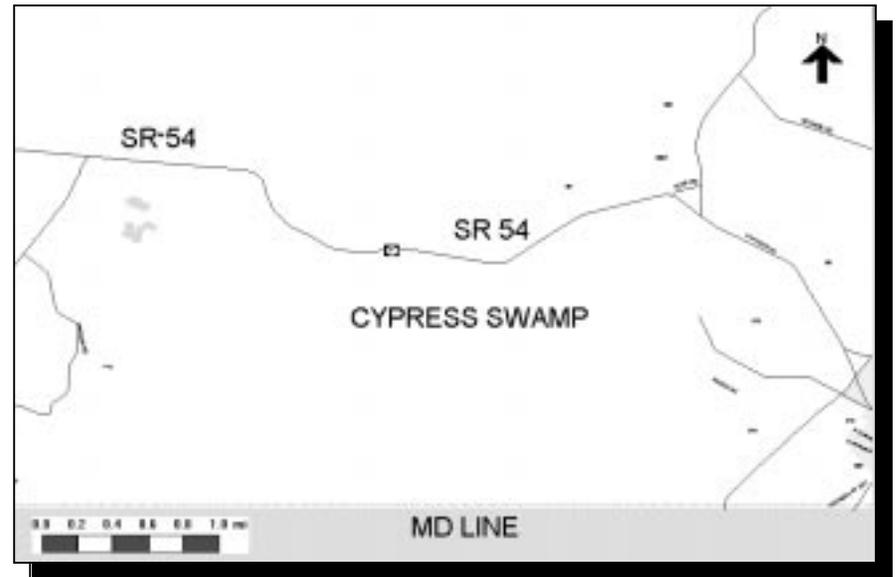
INDIVIDUAL PROJECT SEGMENTS	FUNDING	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
		TOTAL	PROJ TTF	TOTAL	PROJ TTF
Rail Corridor Preservation	100% ST	31	0	100	2,700
Highway Corridor Preservation	100% ST	1,000		2,000	
Inc. US 13, US113, SR 48, SR 1, and US301	80% FHWA	1,000		3,000	

***All \$ X 1,000***

**CYPRESS SWAMP WETLAND MITIGATION BANK**

**PROJECT SCOPE/DESCRIPTION:** Create approximately 100 acres of wetlands by repairing past ditch/drainage work in the Cypress Swamp. The work will also enhance/restore hundreds of additional acres by repairing drainage. The Great Cypress Swamp is located in lower Sussex County in the Pocomoke and inland bays watershed. This is a public-private partnership initiative.

**PROJECT JUSTIFICATION:** The project will provide a wetland bank to offset wetland losses associated with highway construction activities in Sussex County.



**County:** Sussex  
**Municipality:**  
**Program Category:** System Management  
**Representative District:** 41  
**Senatorial District:** 21

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
97-200-13	100% ST	1,000	C	1,000	0		0

*All \$ X 1,000*

**DIRT ROADS**

**PROJECT SCOPE/DESCRIPTION:** DelDOT prioritizes roads for this program annually. Prioritization factors include traffic volume, number of citizens served, and school bus use. Overlaid on prioritization is the issue of right of way availability. The state standard for right-of-way is 50 feet total, or 25 feet each side of the centerline. Roads which receive right-of-way donations from at least 50 percent of landowners are addressed first, with others to follow in order of priority. DelDOT’s Real Estate section has, on occasion, entered into negotiations to provide compensation, based on fair market value, for those landowners unwilling to donate right of way. As part of this process DelDOT has also identified dirt roads which no longer serve a continuing public purpose. In those cases abandonment action would be taken (in accordance with existing statutes) and the road returned to private ownership. Through the roadway inspection cycle completed in August 1997 – with prior years’ program in progress – there were 81.44 miles of dirt roads remaining in Delaware (3.46 in New Castle; 9.68 in Kent; and 68.30 in Sussex). Of the 68.3 miles left in Sussex County, District maintenance forces have placed a “rotomilled” topping (crushed hot-mix) as an interim improvement.

**PROJECT JUSTIFICATION:** In 1995 DelDOT developed a 10 year plan to address all dirt roads. FY 2000 represents the sixth program year. Under this program most of the original dirt road inventory will be resurfaced; some abandoned; and others left unimproved, depending on the desire and willingness of adjacent landowners to support improvement. Any resurfacing post-program would be addressed on a case – by case– basis.

**County:** Kent/Sussex  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:**  
**Senatorial District:**

FUNDING	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
	TOTAL	PROJ TTF	TOTAL	PROJ TTF
100% ST	1,000	0	1,000	1,000

*All \$ X 1,000*

***ELECTRONIC TOLL COLLECTION (ETC) IMPLEMENTATION IN DELAWARE***

**PROJECT SCOPE/DESCRIPTION:** New technology on I-95 and SR 1, which consists of electronic tags placed in vehicles and computer based detection systems, will give the ability to implement vehicle electronic accounts which can be charged electronically every time a vehicle (car, bus, truck, etc.) passes through a toll plaza. This can be accomplished using express lanes that require vehicles to slow down, but not stop as they pass through the plaza. ETC was implemented at the I-95 toll plaza in November of 1998. Transponders and account debits are currently on sale. SR 1 will be equipped by January 1999 and the Biddle's Corner plaza on SR 1 will be so equipped when it opens December of 1999. As of January 1999, the toll at the I-95 plaza will be increased to \$2.00 per normal passenger vehicle except for those vehicles using ETC which will remain \$1.25. Design work for high speed lanes at the toll booths and the installation of ETC equipment at the new toll plaza at Biddles Corner will begin in FY 1999. The high speed lanes will allow for vehicles to move even more quickly through the toll plazas.

**PROJECT JUSTIFICATION:** Customer delays at the I-95 toll plaza have generally been kept within the current standard of 7.5 minutes through the 1996 summer months. The expansion of the I-95 plaza to 20 lanes in 1997 reduced this standard to less than 5 minutes and improved service on high volume holidays. However, continued traffic growth of 15 percent to 20 percent on I-95 and future growth of 2 percent to 5 percent per year on SR 1 will result in unacceptable plaza congestion within two or three years.

**County:** Statewide  
**Municipality:**  
**Program Category:** System Management  
**Representative District:**  
**Senatorial District:**

INDIVIDUAL PROJECT SEGMENTS	FUNDING	PHASE	CURRENT		FY 2000	
			7/98-6/99 TOTAL	PROJ TTF	7/99-6/00 TOTAL	PROJ TTF
Toll Plaza Mod's for High Speed I-95	100% ST 80% A/C FHWA	PE C	323	0		0
Toll Plaza Mod's for High Speed SR 1	100% ST 80% A/C FHWA	PE C	222			
I-95 Toll Plaza Phase III, Canopies, Bumpers, Gap	100% ST		500			
Toll Plaza Equipment – Biddles Corner	100% ST	C	1,200			

*All \$ X 1,000*

**ENGINEERING AND CONTINGENCIES**

**PROJECT DISCRPTION:** This program provides engineering services and contingencies not covered under other capital programs. In FY 1999 through FY 2001, DelDOT will be converting its information technology to a client server environment. Funding will be authorized to upgrade equipment and convert all necessary programs including new applications for a comprehensive financial management system that will be tied to the newly proposed State system; a new maintenance management system and a new project management system.

**PROJECT JUSTIFICATION:** To improve computer communications which is currently 20 years old throughout the Department, provide managers with comprehensive management tools and allow for unforeseen capital expenditures not covered by individual project authorization.

**County:** Statewide  
**Municipality:**  
**Program Category:** Engineering and Contingencies  
**Representative District:**  
**Senatorial District:**

FUNDING	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
	TOTAL	PROJ TTF	TOTAL	PROJ TTF
100%ST	13,600	0	4,800	4,800

*All \$ X 1,000*

**ENHANCED VEHICLE INSPECTION – MID NEW CASTLE COUNTY**

**PROJECT SCOPE/DESCRIPTION:** This project involves the acquisition of equipment and the construction of (Department of Public Safety, Division of Motor Vehicle) facilities or inspection lanes to allow for additional vehicle emissions testing in Kent and New Castle counties, both of which are in severe noncompliance for Clean Air. A new mid-New Castle County facility is being planned for FY 1999. Minor improvements have been made to the Motor Vehicle lanes in Dover and a new facility was funded for Wilmington.

**PROJECT JUSTIFICATION:** Federally mandated program to reduce vehicle emissions. The department is coordinating requirements with the Federal Highway Administration, Environmental Protection Agency, Delaware Department of Natural Resources, and Delaware Department of Public Safety.

**County:** Statewide  
**Municipality:**  
**Program Category:** System Management  
**Representative District:**  
**Senatorial District:**

FUNDING	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
	TOTAL	PROJ TTF	TOTAL	PROJ TTF
80% FHWA	3,400	0		0

**All \$ X 1,000**

**ENVIRONMENTAL IMPROVEMENTS**

**PROJECT SCOPE/DESCRIPTION:** Underground storage tank removal. The Department of Transportation has over 60 underground storage tanks of which over 50 do not meet current Underground Storage Regulations as enforced by DNREC. In FY 2000, this will be the fourth year of a planned three-year program to gain compliance. New tanks will be placed above ground. All tanks have been rated according to age, level of water table, and in use or not to develop a prioritized removal schedule. In the fiscal years 2003-2005 we will begin a program for environmental clean up of our maintenance yards.

**PROJECT JUSTIFICATION:** To comply with environmental regulations.

**County:** Statewide  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:**  
**Senatorial District:**

FUNDING	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
	TOTAL	PROJ TIF	TOTAL	PROJ TIF
100% ST	1,350	0	800	800

*All \$ X 1,000*

***EQUIPMENT REPLACEMENT***

**PROJECT SCOPE/DESCRIPTION:** Systematic equipment replacement program for long life light and heavy equipment. Examples would be graders, front-end loaders, rollers, dump trucks, street sweepers, four wheel drive vehicles, pickup trucks and sewer flushers. The useful life varies with the type of equipment. In FY 2000, purchases include an additional sweeper for south district, and new equipment for the NPDES/drainage flushing crews.

**PROJECT JUSTIFICATION:** Equipment was replaced at the end of its economic useful life because it is not cost effective to maintain equipment that has gone beyond that point. A life cycle plan has been developed for scheduled equipment replacement which includes a combination of preventive maintenance, major rehabilitation, and replacement to optimize equipment condition. This program has increased starting in FY 2000 as the department has modified the replacement plan to a “mid-life” expectancy which has proven to be more cost-effective than “end of life” expectancy replacement plan.

**County:** Statewide  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:**  
**Senatorial District:**

FUNDING	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
	TOTAL	PROJ TIF	TOTAL	PROJ TIF
100% ST	5,410	0	7,922	7,922

*All \$ X 1,000*

**GOVERNOR PRINTZ BOULEVARD TO PHILADELPHIA PIKE CONNECTOR**

**PROJECT SCOPE/DESCRIPTION:** Construct a new road through the Cauffiel Estate to connect Governor Printz Boulevard to Philadelphia Pike

**PROJECT JUSTIFICATION:** To alleviate local traffic congestion in the area due to the upcoming paving of I-95



**County:** New Castle  
**Municipality:**  
**Program Category:** System Expansion  
**Representative District:** 7, 8, 10  
**Senatorial District:** 4, 5

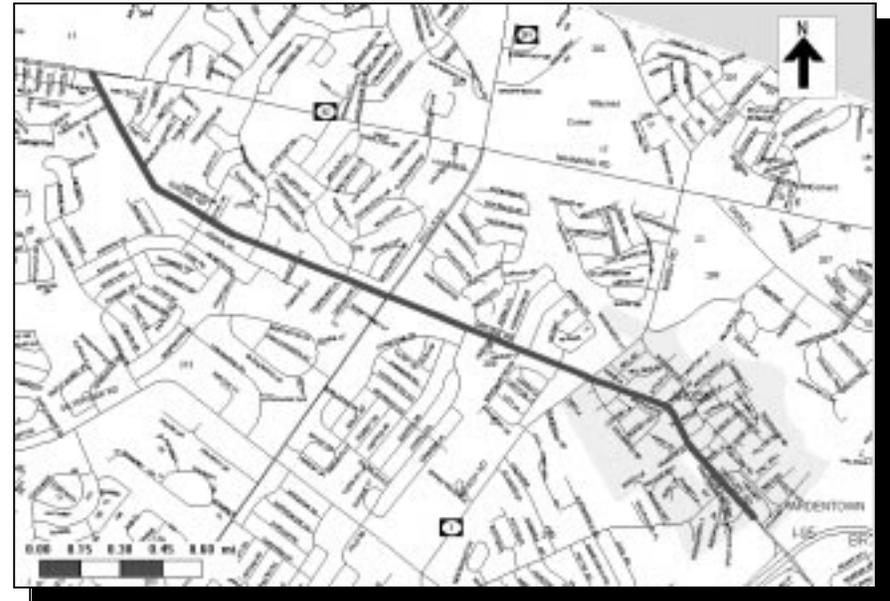
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
90-031-11	100% ST 80% FHWA	136 2,715	PE C	135	0	2,715	543

*All \$ X 1,000*

**GRUBB ROAD (N209), NAAMAN'S ROAD TO SCONSET ROAD**

**PROJECT SCOPE/DESCRIPTION:** Drainage and intersection improvements including bicycles, transit and pedestrian enhancements are planned along this roadway.

**PROJECT JUSTIFICATION:** Several areas along this roadway are experiencing drainage problems. There is also a need to improve bicycle/pedestrian movements.



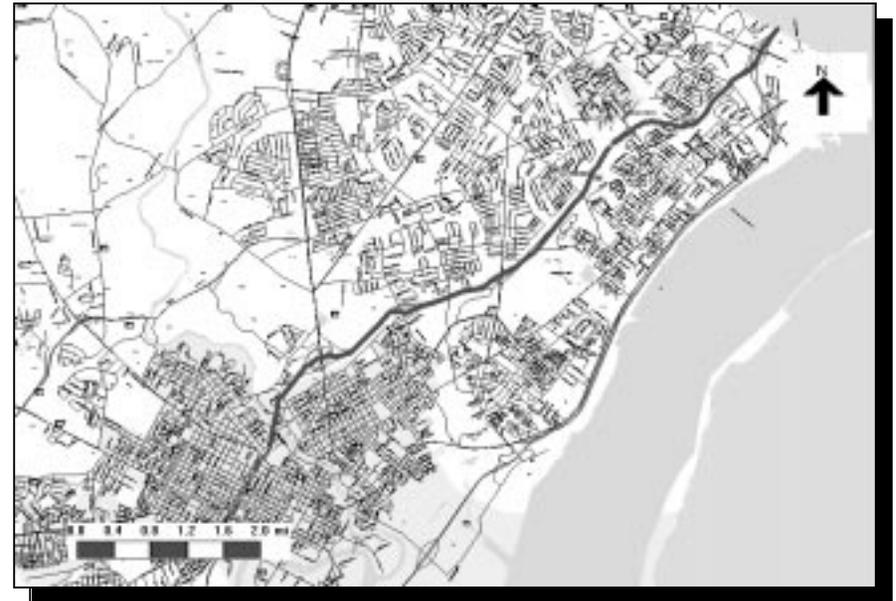
**County:** New Castle  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 7, 8, 10  
**Senatorial District:** 4, 5

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
93-061-14	100% ST 100% ST 80% FHWA	32 210 1,950	PE R/W C*	32	0	210	0

*All \$ X 1,000*

***I 95, WILMINGTON VIADUCT TO PA LINE***

**PROJECT SCOPE/DESCRIPTION:** Reconstruction and rehabilitation of existing I-95 pavement. A traffic management phase has been added to improve traffic impediments along this I-95 corridor as various construction activities are being completed. In FY 1999, improvements to the detour routes will be completed, before the construction begins on I-95. DelDOT has received \$11.8 million in interstate discretionary funding for the first phase of construction.



**PROJECT JUSTIFICATION:** Pavement is exhibiting signs of deterioration and must be replaced.

**County:** New Castle  
**Program Category:** System Preservation  
**Representative District:** 1, 2, 3, 5, 6, 8  
**Senatorial District:** 1, 3, 4, 5, 13



FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
					TOTAL	PROJ TTF	TOTAL	PROJ TTF
95-091-02	US202 TO PA LINE	90% FHWA 90% A/C FHWA DISC	720 36,300	PE C	720	0	36,300	7,286
	VIADUCT TO US202	100% ST 90% A/C FHWA/DISC	1,000 32,800	PE C*			1,000	
	PUBLIC AWARENESS	90% FHWA	1,979	TR	979		1,000	
	DETOUR IMPROVEMENTS	100% ST 90% FHWA	145 2,800	PE C	145 1,400		1,400	
	ITMS	100% ST	3,600	TR	1,800		1,800	
	NEW BUSES	100% ST	1,960	PRO	1,960			
	TRANSIT SERVICE	100% ST	857	TR			857	
	CHURHCAN'S RAIL SERV	100% ST	3,539	TR*			719	

**All \$ X 1,000**

***I-95 WILMINGTON VIADUCT, BR748N AND BR748S***

**PROJECT SCOPE/DESCRIPTION:** Project will include removal of lead based paint system and recoating the superstructure with moisture-care urethane paint system or otherwise noted based on economics. This project will also include the rehabilitation of the bridge. DelDOT will be requesting FHWA discretionary funding for construction.

**PROJECT JUSTIFICATION:** The painting of the viaduct is required to preserve the structural integrity of the steel.



**County:** New Castle  
**Municipality:** Wilmington  
**Program Category:** System Preservation  
**Representative District:** 3, 5  
**Senatorial District:** 3, 13

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
96-074-07	90% FHWA 80% DISC FHWA	140 29,250	PE C	140	0	29,250	5,628

*All \$ X 1,000*

## ***INTEGRATED TRANSPORTATION MANAGEMENT SYSTEMS (ITMS)***

**PROJECT DESCRIPTION AND JUSTIFICATION:** Integrated Transportation Management Systems are a multi-modal approach to improving the movement of people and goods. Transportation Management uses modern technology (often referred to as Intelligent Transportation Systems (ITS)) and a Transportation Management Center (TMC) or control room to monitor travel and adjust signals, smart signs, transit, etc. to lessen congestion. Public agencies and private sector entities, both alone and in partnership, are able to provide for safer, quicker and more efficient travel. Some of its benefits include:

**Safer Travel** – New traffic control systems can reduce the number of vehicle stops, minimize changes in vehicle speeds, and improve traffic flow, which all help reduce the number of accidents. Other applications anticipated in the future include collision avoidance systems which warn drivers when they are too close to the vehicle in the adjacent lane. As a result of congestion, travelers are losing time as well as their sense of safety and security – death and injury on highways remain high and aggressive driving, brought on by the frustrations of congestion, is on the rise.

**Less Traffic Congestion** – ITMS 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 actual 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, cable TV, internet access and variable message signs on the bus or highway.

**Improved Inter-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, traffic managers can provide buses traveling behind schedule with longer "green time" at signalized intersections to help buses get back on schedule.

**Quicker Emergency Response** – The TMC with monitoring equipment may detect, verify, and thus respond more quickly to incidents on the State's transportation system. Together with the emergency response partners, i.e. Department of Public Safety, Volunteer Firemen's Association, and Department of Natural Resources and Environmental Control (DNREC), incidents are cleared more quickly and thus congestion reduced and safety increased. 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 the incident more quickly. Cellular call-in programs such as #77 and motorist call boxes are also used to facilitate emergency response.

**Reduced Costs** – ITMS technology allows DelDOT to make more efficient use of 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. They are losing money – in wasted gasoline, higher prices for goods and increased insurance rates.

**INTEGRATED TRANSPORTATION MANAGEMENT SYSTEMS (ITMS) (CONTINUED)**

The Case for Change – Delaware’s transportation system, like so many others around the nation, is experiencing a number of competing pressures and demands. DelDOT customers prefer a transportation system that supports, not impedes, their high standards for quality of life, including employment opportunities, a sense of community, quality education and the protection of its cultural and natural resources. Funding constraints and the need for transportation to become more seamless and integrated, along with the rapid development of technology to provide or enhance critical transportation improvements, has made traditional approaches to transportation awkward, difficult, costly and in some cases obsolete. Proven transportation management strategies using control, monitoring, information and communication technology can provide real solutions to these challenging problems – saving time, saving lives and saving money.

Traffic on Delaware roadways is increasing. The need for transportation construction and increased maintenance is rising, while funding is not increasing at a similar rate. Roadway capacity or system throughput varies continually. The capacity of a roadway represents the maximum number of vehicles which can reasonably be expected to traverse a single point in an hour. By definition, the capacity of a roadway assumes good weather, good pavement conditions, and no incidents exist. This means, on a daily basis, the actual capacity of the roadway is in a state of flux. The most obvious example would be when an accident requires the closure of one or more lanes. However, it could also be the result of rain, snow, sun glare, construction (on and off highway), and many other situations.

**PROJECT JUSTIFICATION:** To ensure better traffic flow throughout the State.

**County:** Statewide  
**Municipality:**  
**Program Category:** System Management  
**Representative District:**  
**Senatorial District:**

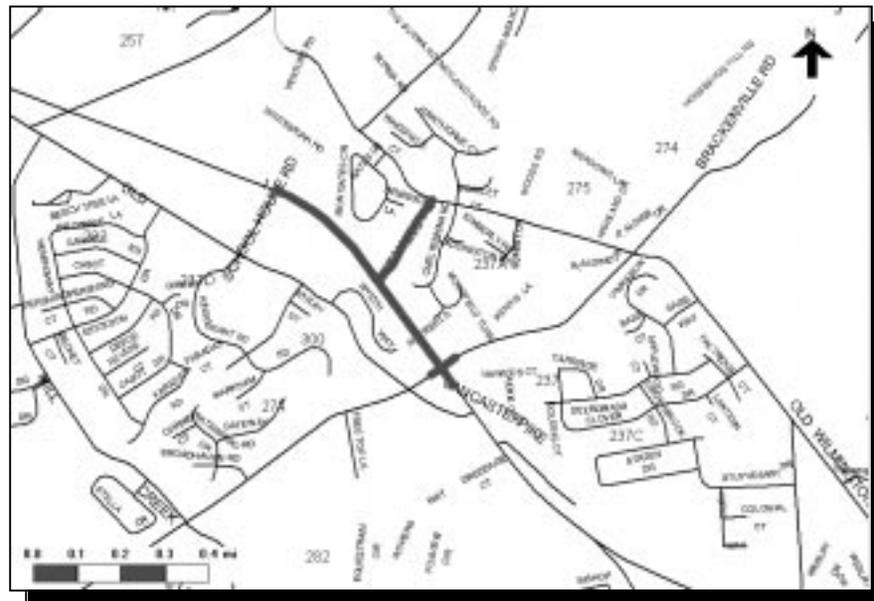
INDIVIDUAL PROJECT SEGMENTS	FUNDING	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
		TOTAL	PROJ TTF	TOTAL	PROJ TTF
Adaptive Signal/Communication	80% FHWA/AC	7,800	0	3,321	11,896
Traffic Management Center	80% FHWA			3,750	
Transit Radio and Automatic Vehicle Locator	100% ST			10,500	

*All \$ X 1,000*



**LANCASTER PIKE (SR 41) AND BRACKENVILLE ROAD INTERSECTION IMPROVEMENTS**

**PROJECT SCOPE/JUSTIFICATION:** Roadway and drainage improvements from south of Brackenville Road to north of Mitchell Road. Signalize Brackenville Road intersection. Provide a truck climbing lane with shoulder on SR 41 northbound. Provide an auxiliary lane and shoulder on SR 41 southbound. Upgrade Brackenville Road approaches. Overlay Mitchell Road.



**PROJECT JUSTIFICATION:** Improve traffic flow through the busy Lancaster Pike Corridor.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Management  
**Representative District:** 20  
**Senatorial District:** 6, 7

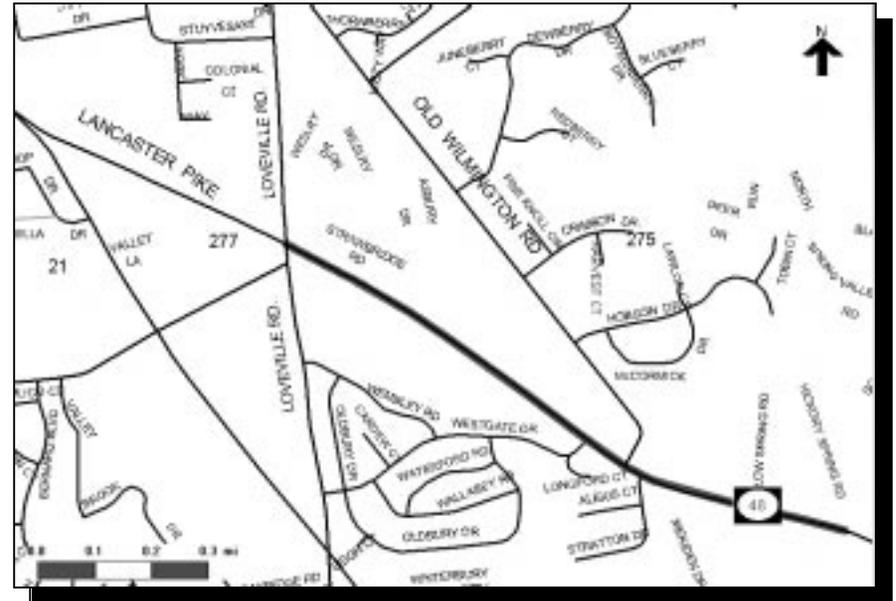
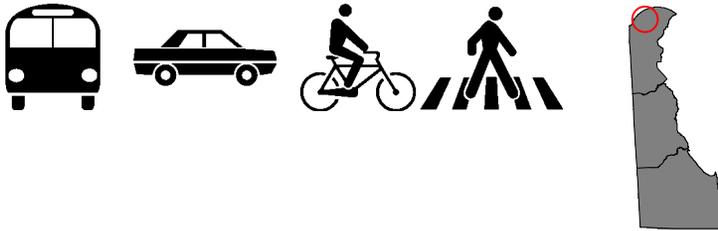
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
93-041-01	100%ST	55	ENV R/W C	55	0	131	676
	100%ST	131					
	80% A/C FHWA	2,722					
						2,722	

*All \$ X 1,000*

**LANCASTER PIKE (SR 48), LOVEVILLE ROAD TO HICKORY SPRING ROAD**

**PROJECT SCOPE/JUSTIFICATION:** This project has been downsized from the original concept of dualizing Lancaster Pike from SR141 to SR 41. Activity will include turning lanes and intersection improvements along this section.

**PROJECT JUSTIFICATION:** To improve traffic flow through this busy corridor.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Management  
**Representative District:** 12, 20  
**Senatorial District:** 7

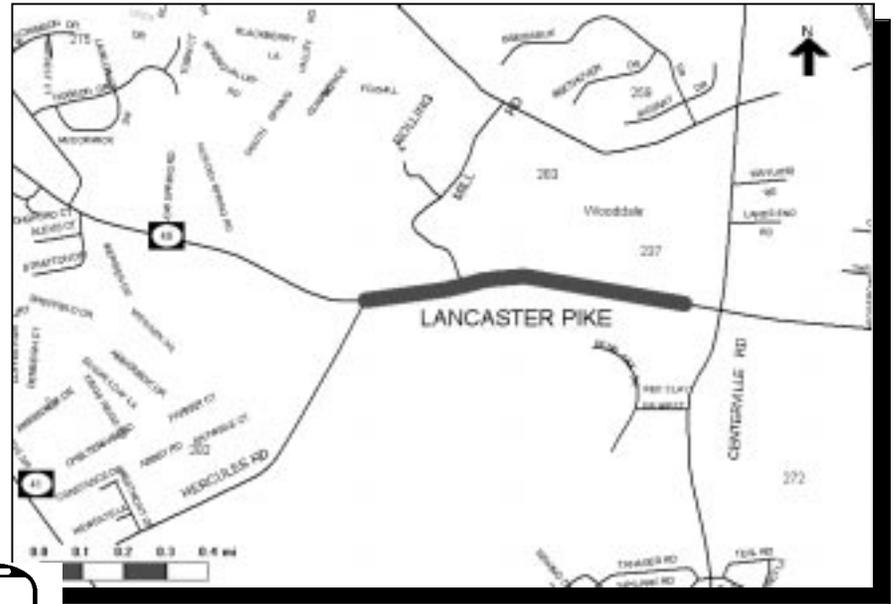
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
98-118-02	100%ST 100%ST 80% FHWA	268 100 2,850	PE R/W C*	268	0	100	0

*All \$ X 1,000*

**LANCASTER PIKE (SR 48), WEST OF HERCULES ROAD TO WEST OF CENTERVILLE ROAD**

**PROJECT SCOPE/DESCRIPTION:** Widening and reconstruction of existing roadway to provide a four-lane facility with two 12' lanes and shoulders, a 18' median and the new design of directional 12' turning movements at Hercules Rd. intersection.

**PROJECT JUSTIFICATION:** Volume to capacity ratios have been increasing, causing service level to decrease to level E, which represents operating conditions at or near the capacity level. This route is two-lane and carries high volumes. Freedom to maneuver within the traffic stream is extremely difficult. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns. Structural condition is deteriorating and travel lane and shoulder safety problems exist.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Expansion  
**Representative District:** 20  
**Senatorial District:** 7



FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT		FY 2000	
					7/98 - 6/99 TOTAL	PROJ TTF	7/99 -6/00 TOTAL	PROJ TTF
96-118-02	West of Hercules Rd. to West of Centerville Rd.	100% ST	172	PE	172	0		0
		100% ST	1,000	R/W	1,000			
100% ST		250	ENV	250				
80% A/C FHWA		9,100	C	9,100				
	Landscaping, Phase II	100% ST	135	C	135			

*All \$ X 1,000*

***MATERIALS AND MINOR CONTRACTS FOR INFRASTRUCTURE PRESERVATION***

**PROJECT SCOPE/DESCRIPTION:** This request expands the capability of the operating districts to provide an increased level of roadway maintenance by enabling them to develop unit price contracts for small to medium projects in an expeditious manner. Contracts for adding 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 installation and drainage improvements are examples of repairs and minor improvements that would be funded by this program. Annual unit price contracts are issued for various types of work so when specific needs are identified they can be addressed quickly. These are projects and programs, which require no acquisition of rights of way, minimal design, no location and environmental studies or permits, and are administered in the maintenance districts. Other improvements: guardrail replacement, concrete pavement repair, replanting/seeding of landscape areas, for example, are more appropriately financed in the operating budget. Beginning in FY 2000, \$750,000 will be reallocated from the capital program to the operating budget.

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

**County:** Statewide  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:**  
**Senatorial District:**

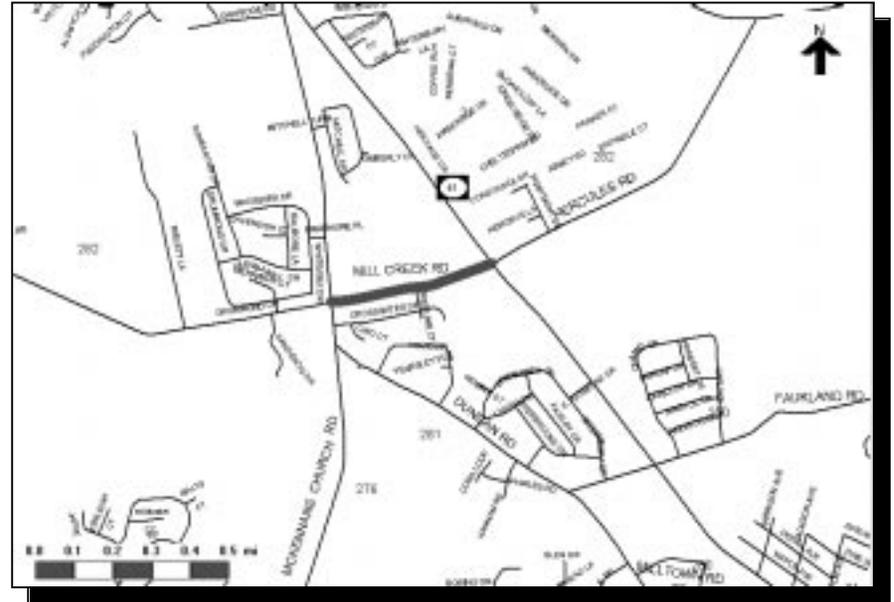
FUNDING	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
	TOTAL	PROJ TIF	TOTAL	PROJ TIF
100% ST	1,200	0	450	450

*All \$ X 1,000*

**MILL CREEK ROAD, DRAINAGE IMPROVEMENTS, MCKENNANS CHURCH ROAD TO SR 41**

**PROJECT SCOPE/DESCRIPTION:** Extend curb and gutter, from McKennans Church Rd. to church entrance. Tie existing drainage system into proposed improvements. From Treeline Court to SR 41, construct closed drainage system on north side and open drainage system on south side.

**PROJECT JUSTIFICATION:** Improve drainage from periodic flooding on roadway.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Management  
**Representative District:** 19  
**Senatorial District:** 7

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
97-034-02	100%ST 100%ST	20 420	R/W C	20	0	420	0

*All \$ X 1,000*

**MUNICIPAL STREET AID**

**PROJECT SCOPE/DESCRIPTION:** Grants to municipalities for municipal streets and other transportation related needs.

**PROJECT JUSTIFICATION:** Provides funding for facilities not maintained by DelDOT.

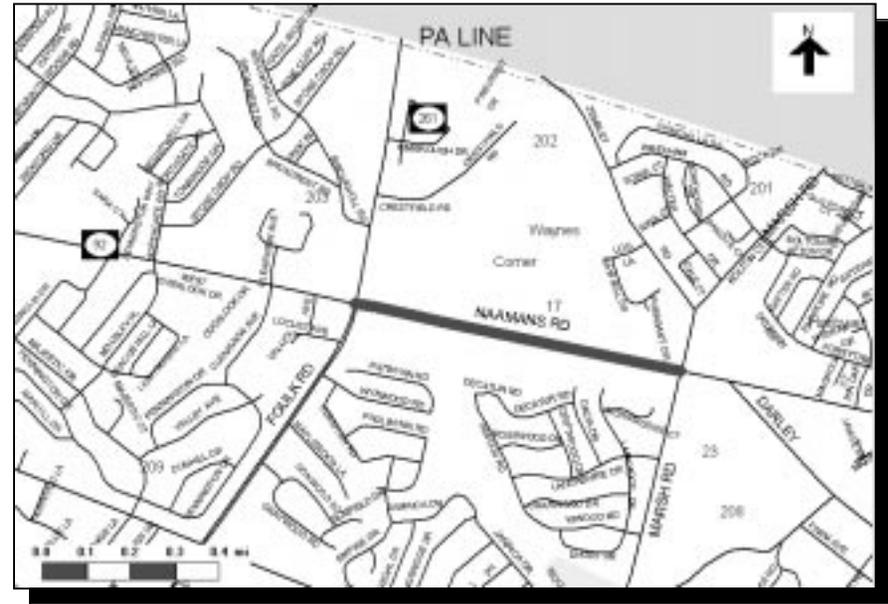
**County:** Statewide  
**Municipality:**  
**Program Category:** Municipal Street Aid  
**Representative District:**  
**Senatorial District:**

FUNDING	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
	TOTAL	PROJ TTF	TOTAL	PROJ TTF
100%ST	5,000		5,000	5,000

*All \$ X 1,000*

**NAAMANS ROAD, EAST OF US202 TO US 13**

**PROJECT SCOPE/DESCRIPTION:** Reconstruction of existing roadway is necessary to provide a four-lane highway with 12' lanes and 10' shoulders separated by a median that ranges from 4' to 20' and includes turn lanes along existing alignment. Foulk Rd. to Marsh Rd., advertised in January 1998, represents the final phase of a project that began in the late 1970's. Through the years, this project evolved as community input and the character of activity in the corridor changed, causing shifts in roadway alignment. The total length of this project was 5.75 miles.



**PROJECT JUSTIFICATION:** Naaman's Road continues to be one of the most overburdened roads in the state. It operates at a level well above the design capacity for a two-lane road in one of the densest areas of the county. The condition of the road surface has deteriorated to a poor level. Road segments require reconstruction.

**County:** New Castle  
**Municipality:**  
**Program Category:** System Expansion  
**Representative District:** 7, 10  
**Senatorial District:** 5, 6



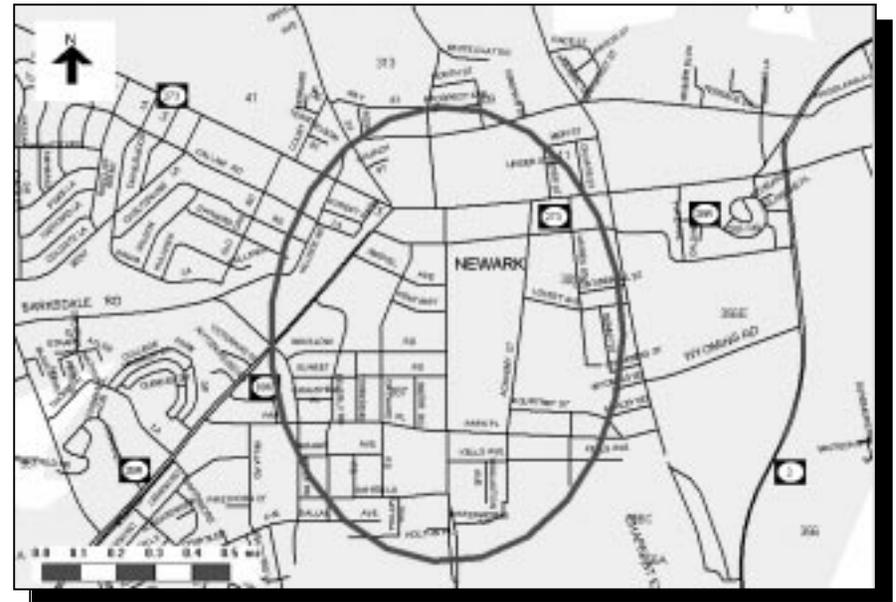
FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT		FY 2000	
					7/98 - 6/99 TOTAL	PROJ TTF	7/99 -6/00 TOTAL	PROJ TTF
	Dirt Removal	100% ST	800	C	800	0		0
	Landscaping	100% ST 100% ST	35 336	PE C	35 336			

*All \$ X 1,000*

**NEWARK SIGNAL SYSTEM**

**PROJECT SCOPE/DESCRIPTION:** This project will coordinate the traffic control signals within the City of Newark by providing the necessary connections. The City of Newark has also requested that this project be coordinated with bicycle/pedestrian improvements and replaces the previously programmed project for pedestrian signals. The bicycle/pedestrian improvements will be funded from the Department Non-Motorized Program discussed on the Non-Motorized Transportation improvements page of this book.

**PROJECT JUSTIFICATION:** Improve flow of traffic through the downtown section of the city. This is part of an overall Department strategy to improve intersection traffic flow through signal coordination and traffic management.



**County:** New Castle  
**Municipality:** Newark  
**Program Category:** System Management  
**Representative District:** 23, 25  
**Senatorial District:** 10

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
96-092-03	100% FHWA	459	C	459	0		0

*All \$ X 1,000*

**NON-MOTORIZED TRANSPORTATION PROJECTS**

**PROJECT SCOPE/DESCRIPTION:** Design and construction of bicycle and pedestrian facilities, transit access and other non-motorized transportation projects. Projects that will be funded from this program over the six year include but are not limited to those listed below: Additional projects have been identified for possible funding by the Project Development Committee (PDC) including

- 1) Newark area shoulder paving on bikeways
- 2) Christina Parkway guardrail and lighting for bikeway
- 3) Newark multi-use pathways, Iron Hill bikeway
- 4) Del Tech, Georgetown, bicycle/pedestrian improvements
- 5) Naaman’s and Carpenter Station Road, bicycle/pedestrian improvements
- 6) New Linden Hill bike lanes
- 7) US 13, Dover, sidewalks South Division St to White Oak Road
- 8) Kirkwood Highway and SR141 pedestrian improvements

**PROJECT JUSTIFICATION:** To enhance bicycle and pedestrian transportation throughout the State and encourage movement of people and goods through other than single occupant vehicles.

**County:** Statewide

**Program Category:** System Management

INDIVIDUAL PROJECT SEGMENTS	FUNDING	PHASE	CURRENT		FY 2000	
			7/98-6/99 TOTAL	PROJ TTF	7/99-6/00 TOTAL	PROJ TTF
Bicycle & Pedestrian			1,177	0	398	140
SR 1, Forgotten Mile	80% FHWA 80% FHWA	PE C			275	
Newark Long Term Bicycle Improvements	80% FHWA	PE/C	100		100	
Transit Access – Park –n- Ride Lots			2,200		300	
Dover Sidewalks						
South White Oak Road to Townsend Boulevard	80% FHWA 80% FHWA	PE C	25		280	
Lockerman to Division Street	80% FHWA 80% FHWA 80% FHWA	PE R/W C			100	

*All \$ X 1,000*

**OPERATIONS FACILITIES**

**PROJECT DESCRIPTION AND COST ESTIMATES**

INDIVIDUAL PROJECT SEGMENTS	FUNDING	PHASE	CURRENT		FY 2000	
			7/98-6/99 TOTAL	PROJ TTF	7/99-6/00 TOTAL	PROJ TTF
DeIDOT Main Headquarters				0		3,170
Laboratory Facility	100% ST	C	6,618			
Renovation of Adm. Facility	100%ST	C			2,882	
Public Safety Boulevard	Other	C	400			
North District – Bear Yard						
Hydraulic Lift Replacement	100% ST	PRO			65	
Public Works Building Expansion (\$180 C est.)	100% ST	PE	50			
Renovate Conference Room	100% ST	C	15			
Replace Roof	100% ST	C				
Kiamensi Yard						
Demolish /Replace Storage Facility	100% ST	C	150			
Hydraulic Lift Replacement	100% ST	PRO/C	45			
Salt Storage Facility	100% ST	C	150			
Security Privacy Barrier	100% ST	C			50	
Talley Yard - Storage Facility	100% ST	C			75	
Salt Storage Facility	100% ST	C			150	
Security Privacy Barrier	100% ST	C			50	
Tybouts Corner - Salt Storage Facility	100% ST	C	150			
Office Building	100% ST	C			200	
Expressways						
Lorewood Grove Road- Equipment Shed for Trucks	100% ST	C			269	
Turnpike Maint. Building – Roof Replacement & HVAC Ducts	100% ST	C	200			
Central District						
Overhead Door Replacement	100% ST	C	34			
Electrical Upgrades	100% ST	C	64			
High Capacity Wells	100% ST	C	30			
Harrington Yard – Salt/Sand Storage Structure	100% ST	C			33	
Magnolia Yard – New Office Structure Areas 7 & 21	100% ST	C			110	
Magnolia Yard – Storage Facility	100% ST	C				
New Shop Offices Area’s 6, 8, &, 9	100% ST	C				
South District						
Georgetown Replace Telephone System	100% ST	C	20			
Georgetown Overhead Exhaust System	100% ST	C	15			
Gravel Hill, Building	100% ST	C			140	
Seaford, Equipment Sheds (2)	100% ST	C	180			
Seaford Office Renovation/Security Fence	100% ST				220	
Field Services New Core Drill	100% ST		50			

**All \$ X 1,000**

***OTHER SYSTEM EXPANSION PROJECTS TO BE IDENTIFIED***

**PROJECT SCOPE/DESCRIPTION:** Funds have been allocated in this program for those projects identified by the Project Development Committee (PDC) and developed through the Planning process.

**County:** Statewide  
**Program Category:** System Expansion  
**Representative District:**

FUNDING	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
	TOTAL	PROJ TTF	TOTAL	PROJ TTF
80% FHWA/80% A/C FHWA 100% ST	165	0	636 1,000	1,127

*All \$ X 1,000*

***OTHER SYSTEM MANAGEMENT PROJECTS TO BE IDENTIFIED***

**PROJECT SCOPE/DESCRIPTION:** Funds have been allocated in this program for those projects yet to be identified that maintains the existing transportation service and/or infrastructure.

**PROJECT JUSTIFICATION:** Funds are available for additional preservation projects identified through the management systems of the Department. Examples include:

- 1) SR 9, Ferry Cut-off, paving, striping, sidewalk and landscaping
- 2) Lockerman Street, Queen to State Street, Dover
- 3) Forest Avenue/Kenton Road, Dover
- 4) Bassett Street Intersection
- 5) Westville Road
- 6) SR 1, S 50 to S 15, Forgotten Mile

**County:** Statewide  
**Program Category:** System Management

FUNDING	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
	TOTAL	PROJ TTF	TOTAL	PROJ TTF
80% FHWA 100% ST	618	0	1,458	0

*All \$ X 1,000*

***OTHER SYSTEM PRESERVATION PROJECTS TO BE IDENTIFIED***

**PROJECT SCOPE/DESCRIPTION:** Funds have been allocated in this program for those projects yet to be identified that maintains the existing transportation service and/or infrastructure.

**PROJECT JUSTIFICATION:** Funds are available for additional preservation projects identified through the management systems of the Department

**County:** Statewide  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:**  
**Senatorial District:**

FUNDING	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
	TOTAL	PROJ TIF	TOTAL	PROJ TIF
80% FTA 80% FHWA 100% ST	1,118	0	300 1,650	390

*All \$ X 1,000*

**PAVEMENT REHABILITATION**

**PROJECT SCOPE/DESCRIPTION:** In FY 1998 the Department began an effort to improve major roadways within the State where the pavement has deteriorated to very poor conditions such that total pavement reconstruction is required. 12 million dollars was authorized in the FY 1999 Bond Bill, and twelve million is programmed in FY 2000 and over each of the next 6 years. As project scopes are developed, all modes of transportation are considered; safety improvement, access for transit, pedestrians and bicycle access are included as appropriate.

**PROJECT JUSTIFICATION:** To improve deteriorating poor pavement conditions throughout the State. Specific locations for FY 2000 are still being prioritized; locations will be released in spring of 1999 once inspections are complete.

**County:** Statewide  
**Program Category:** System Preservation

FMB ID OR PROJECT #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
	Other Pavement Projects	100% ST 80% A/C FHWA		1,650 10,000	0	2,400 9,600	3,225
99-045-01	South State Street, Dover SR 1 to Webbs Lane	100% ST 100% ST	PE C*	195			
99-062-01	Camden Wyoming Ave.	100% ST 80% FHWA	PE C*	45			
99-061-11	Library Ave., Kensington Lane to SR273, Newark	100% ST 80% FHWA	PE C*	105			
	New Linden Hill Rd Polly Drummond Rd to SR 7	100% ST 100% ST 80% FHWA	PE R/W* C*	140			
	SR 9, Kent County Line to N453	100% ST 80% FHWA	PE C*	205			
99-077-02	Terminal Ave. SR 9 to SR 9	100% ST 100% ST 80% FHWA	ENV PE C*	10 242			

*All \$ X 1,000*

**PAVEMENT RESURFACING**

**PROJECT SCOPE/DESCRIPTION:** Resurfacing of DelDOT maintained roadways statewide (except) for Suburban Streets. Locations for FY 2000 will be determined after the spring inspection. In FY 2001, repaving of detour routes overused during the reconstruction of I-95 phase I will be completed.

There are many types of resurfacing treatments (materials and depth of improvement). Below are listed some of the various types, width of improvement and estimated cost per mile. In addition to the estimates an additional 10% should be added for construction engineering or management expense of the contract.

<b>Treatment</b>	<b>Width – Feet</b>	<b>Est. Cost Per Mile \$</b>
Full Width Surface Treatment	20	8,500
2” Hot Mix Overlay	20	60,000
2” Hot Mix Overlay with 10% Patch	20	96,000
3” Hot Mix Overlay with 10’ Shoulders	20	240,000
4’ Widening with 3” Hot Mix Overlay	20	172,000
Total Reconstruction		1,200,000
Microsurfacing – Two Coarses		30,000

**PROJECT JUSTIFICATION:**

**County:** Statewide  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:**  
**Senatorial District:**

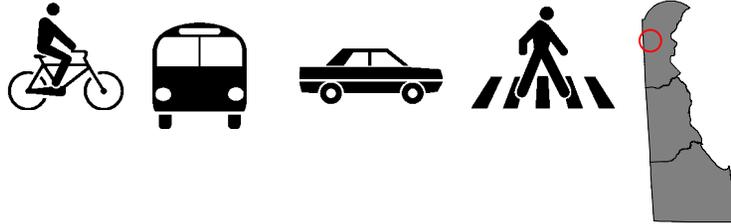
INDIVIDUAL PROJECT SEGMENTS	FUNDING	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
		TOTAL	PROJ TTF	TOTAL	PROJ TTF
Resurfacing	100% ST	22,000	0	22,000	22,000

*All \$ X 1,000*

**PORTER ROAD, SR896 TO US 40**

**PROJECT SCOPE/DESCRIPTION:** Widen the right of way to 100 feet to provide two 12 foot lanes with two 8 foot shoulders, turn lanes, and bus stops. This project will also provide signing and striping for pedestrians and bicyclists.

**PROJECT JUSTIFICATION:** Porter Road is a collector road and part of Bicycle Route 1. The pavement has deteriorated due to the large volume of traffic. Congestion has also created a need for wider lanes to provide for easier movement.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Management  
**Representative District:** 27  
**Senatorial District:** 12

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
					TOTAL	PROJ TTF	TOTAL	PROJ TTF
91-061-10	Porter Rd, SR896 to SR72	80% FHWA	5,214	C	5,214	0		959
97-061-14	Porter Rd, SR72 to US40	100%ST 80% A/C FHWA	1,300 4,795	R/W C	1,300		4,795	

*All \$ X 1,000*

## ***PROGRAM DEVELOPMENT***

**PROJECT SCOPE/DESCRIPTION:** Includes development and implementation of the Long Range Plan, management studies, technology transfer and technical studies; advanced planning, travel demand modeling; feasibility studies; developing project scopes; and location/environmental studies. The pages that follow provide an inventory of on-going and planned efforts. Each bar represents the planned activity in an area, its estimated start and completion date. The fact that activity is undertaken in an area does not, however, guarantee that a project will be produced for construction. The developmental process may identify other-than-construction solutions to the problem being addressed.

The results and recommendations for these projects will be presented to the Project Development Committee. Recommendations may include minor, or major projects, or continued study, or that no action be taken. As resources become available for design, implementation, construction, etc., these projects may be programmed into the Capital Improvement Program.

Recent studies that have been completed have warranted projects that have passed the Project Development Process and moved to the CIP, while others are recommendations that can be implemented by the various municipalities, or through local industry, the Integrated Transportation Management System or the Transportation Management Agency. Examples are discussed below:

**Churchman's Crossing Area Studies** – Recommendations have been published for this study and distributed. In FY 1999-2000, 20 percent plans for all proposed projects will be completed, prioritized as a group and presented to the public for discussion and further recommendations. Elements for Transit and Transportation Demand Management components will be included in the ITMS project.

Transportation Management Association (TMA) is working with local businesses to improve traffic congestion through alternative work schedules, commuter services, and integrated transportation management systems in conjunction with the DelDOT transportation management center (TMC), which will readily provide traffic information to the traveler and commuters in the area. The TMC will be able to report accidents and clear accidents through the use of video cameras, detection devices, motorist assistance patrol, and patrol vehicles with push bumpers.

**Corridor Capacity Preservation** - Several corridors have been defined and we have started the public outreach effort to preserve the corridor along US 13 from SR 10 to the Maryland State Line, US113 from Milford to the Maryland State Line, SR 1 from south of Dover to Lewes, and SR 48. Funding for the advanced acquisition of rights of way for this program is authorized under Corridor Preservation and Advanced Right of Way Acquisition program in System Management.

**Dover Area Studies** – Recommendations for several projects are in the CIP including US 13 Sidewalks, North Street from West Street to Saulsbury Road, North Street at Saulsbury Road intersection, and North Street at Mifflin Road. Several US 13 Sidewalk projects are also included in “Non-Motorized Transportation Improvements.”

## ***PROGRAM DEVELOPMENT (CONTINUED)***

**Newark Area Studies** - Recommendations have been made for improvements to the Casho Mill Underpass, Elkton Road/Main Street/New London Road area improvements. Another recommendation is the long-term bicycle improvements around the City of Newark to relieve traffic congestion. These projects have already begun with the painting and striping of bicycle lanes throughout the City, and plans for off-road paths in the future. These bicycle paths will be funded from the Non-Motorized Transportation Improvements.

**US 40 Corridor Studies** – DelDOT has been working with the public Citizens Advisory Committee or Working Group to further define additional projects such as pedestrian/bicycle and transit improvements to support the existing Activity Centers. Further studies have indicated the need for intersection improvements at US 40 and School Bell Road, US 40 and Red Lion Road. Projects scheduled for construction from this study include, US 40 and Walther Road improvements, and Salem Church Road from Old Baltimore Pike to I-95, and Glasgow Access Road. Building consensus with the public on the development and scheduling of projects has been challenging.

**Wilmington Studies** – The Wilmington Study recommendations include improvements along Market Street, the locations of the fare free zones for transit, 4<sup>th</sup> Street from I-95 to Lombard Street, the Market Street shuttle service and the feasibility of transit improvements along the B&O rail corridor either as a rail/trolley or rubber tire circulator. Projects that have emerged from these studies include MLK Boulevard Improvements, Delaware Avenue/10<sup>th</sup> Street Area improvements, and King Street/Orange Street improvements. All of the improvement projects for the City of Wilmington are being coordinated with the revitalization of the city and with the roadway improvements scheduled around the city including the reconstruction of I-95 and supporting detour routes improvements.

**Sussex East/West Corridor Routes** – A traffic mitigation study is continuing to identify solutions to traffic congestion along all major routes in the county. These routes include but are not limited to Routes SR 5, US 9, SR 16, SR 18, SR 20, SR 24, SR 30, SR 26 and SR 54.

**PROGRAM DEVELOPMENT (CONTINUED)**

Below is a timeline schedule for all projects currently in the program development process.

INDIVIDUAL PROJECT SEGMENTS	CURRENT 7/98-6/99	FY 2000 7/99-6/00
Project Development		
SR 24 and SR 5, intersection improvements (Long Neck)	-----	
Sussex County Grain Facility		
Phasing plan for spot intersection improvements	-----	
Churchman's Road and Airport Road, intersection improvements		
SR 273, I-95 to SR 4 (Ogletown) – Implementation of noise attenuation		
Salem Church Road – Phase III, Old Baltimore Pike to I-95 – realignment option		
New Connector from Philadelphia Pike and Governor Printz Blvd (Cauffiel Connector)		
SR 71 and Howell School Road– intersection and shoulder improvement	-----	
Pyles Ford Road		-----
Northeast Front Street in Milford		-----
Carter Road Extension in Smyrna – extension of existing local roadway for circulation		
Area Studies		
US 40 Corridor Studies – MD State Line to US 13	-----	
investigation of opportunities to separate local from thru traffic on US 40		
and improve accessibility for all modes of transportation		
Newark Area		
Develop long term strategic plan recommendations in conjunction with	-----	-----
WILMAPCO		
SR141 from Kirkwood Highway (SR 2) to Lancaster Pike (SR 48)	-----	-----
Study the trip reduction strategies combining land use, demand/system		
management techniques including signal coordination, and transit to		
improve the movement of people and goods in the corridor and reduce		
the need for expansion		
Kent County Transit Plan – Development of multimodal recommendations		
including monitoring of elements, which would trigger implementation		
Wilmington Area Studies		
Signage Program-areawide way finding program to assist travelers in		-----
reaching their destination		
Market Street Shuttle – activity connector linking riverfront businesses		-----
and employers through Wilmington		
Downtown Shuttle – transit service for downtown Wilmington		-----
East, North, West Side community planning		
Bicycle routing (north & south) and related developments		
4 <sup>th</sup> Street, I-95 to Lombard		
B&O Railway Corridor		

**PROGRAM DEVELOPMENT (CONTINUED)**

INDIVIDUAL PROJECT SEGMENTS	CURRENT 7/98-6/99	FY 2000 7/99-6/00
Churchman's Crossing 20% Plans (Pre-preliminary)		
Transit program improvement	-----	-----
Increased DART service	-----	-----
New local bus	-----	-----
New express route bus		
Shuttle Route system	-----	-----
Commuter Rail Station	-----	-----
Park - n - Ride Lots	-----	-----
Transit supportive pedestrian improvements including bus stops, shelters	-----	-----
Program improvements - travel demand management		
Variable message signs		-----
Transit scheduling at work	-----	-----
Ride share matching service	-----	-----
Guaranteed ride home program	-----	-----
Transit coordinators	-----	-----
Vanpool service	-----	-----
Flexible work hour program	-----	
Transportation management coordination		
Enhanced telephone services		
Timetable at bus stops		
Compressed work week program		
Staggered work hour program		
Preferential parking program		
Corridor Capacity Studies - Implementation of corridor capacity preservation		
techniques to preserve existing capacity and reduce the need to replace		
these facilities on new alignment in the future/		
US 13, Maryland State Line to SR 10	-----	-----
SR 1, South of Lewes to Dover	-----	-----
US113, Maryland State Line to Milford	-----	-----
SR 48, SR 41 to PA State Line	-----	-----
Corridor Studies - Local or areawide investigations of transportation problems		
Extend S407, SR 15 to Milford	-----	-----
Harrington Bypass - improving east/west traffic around the town	-----	-----
Newtowne Road - development of Transit Corridor between I-95 and US 40	-----	-----
US301 Major Investment Study - comprehensive study of transportation	-----	-----
in Southern New Castle County		
Dover Signals - coordination of signal system in Dover	-----	-----
Sussex East/West corridor routes - (SR 5,9,16,18,20,24,26,30, 54) - addition of	-----	-----
shoulders and left turn lanes		
SR 26 traffic mitigation plan - evaluation of options to improve traffic flow	-----	-----
SR 24 traffic mitigation plan - evaluation of options to improve traffic flow	-----	-----
Laurel Bypass - evaluation of east/west traffic flow	-----	-----

**PROGRAM DEVELOPMENT (CONTINUED)**

INDIVIDUAL PROJECT SEGMENTS	CURRENT 7/98-6/99	FY 2000 7/99-6/00
Camden Truck Bypass – evaluation of east/west traffic flow	-----	-----
Bicycle/Pedestrian – various studies – Bicycle level of service statewide	-----	-----
Seaford Bypass (SR 20) – evaluation of east/west traffic flow around the town		
Corridor Studies – Local or areawide investigations of transportation problems		
Extend S407, SR 15 to Milford	-----	
Harrington Bypass – improving east/west traffic around the town	-----	-----
Newtowne Road – development of Transit Corridor between I-95 and US 40	-----	-----
US301 Major Investment Study – comprehensive study of transportation in Southern New Castle County	-----	-----
Dover Signals – coordination of signal system in Dover	-----	-----
Sussex East/West corridor routes – (SR 5,9,16,18,20,24,26,30, 54) – addition of shoulders and left turn lanes	-----	-----
SR 26 traffic mitigation plan – evaluation of options to improve traffic flow	-----	-----
SR 24 traffic mitigation plan – evaluation of options to improve traffic flow		
Laurel Bypass – evaluation of east/west traffic flow	-----	-----
Camden Truck Bypass – evaluation of east/west traffic flow	-----	-----
Bicycle/Pedestrian – various studies – Bicycle level of service statewide	-----	-----
Seaford Bypass (SR 20) – evaluation of east/west traffic flow around the town		

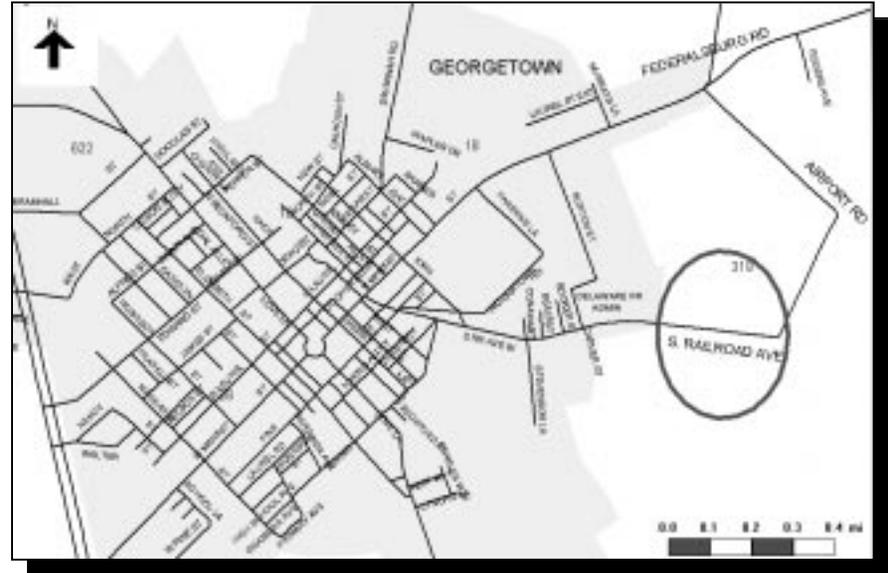
FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99 TOTAL	PROJ TTF	FY 2000 7/99-6/00 TOTAL	PROJ TTF
100% ST	18,000		3,000	0	3,000	3,000
FHWA	11,136		1,856		1,856	
FTA	1,536		256		256	

**All \$ X 1,000**

**RAIL IMPROVEMENTS, GEORGETOWN STONE DEPOT**

**PROJECT SCOPE/DESCRIPTION:** Add two switches on State owned rail line to provide access to stone/aggregate depot in Sussex County Industrial Park.

**PROJECT JUSTIFICATION:** Rail service for stone/aggregate delivery may remove significant truck traffic from Delaware and regional highways.



**County:** Sussex  
**Municipality:**  
**Program Category:** System Expansion  
**Representative District:** 36, 41  
**Senatorial District:** 19

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
	100% ST	140	C	140	0		0

*All \$ X 1,000*

**RAIL PRESERVATION**

**PROJECT SCOPE/DESCRIPTION:**

- A) The State conducts programmed maintenance to sustain and upgrade the condition of the State-owned rail lines. The State currently owns two active freight lines in Sussex County; decades of deferred maintenance by the previous owner have left these lines in a condition that threatens the continued viability and safety of the freight railroad operations. Programmed maintenance, as opposed to routine maintenance, is conducted to restore these lines to a safe and economically viable condition that is consistent with FRA Track Class III, permitting freight train speeds to increase from 10 to 40 MPH which in turn reduces operating costs.
- B) The Historic Red Clay Valley Program Grant - Matching grant (DTC share is 40%) to Historic Red Clay Valley, Inc. (Wilmington & Western Railway) for track improvements of rail freight.
- C) DelDOT has agreed to pay Amtrak annually for preserving the passenger line between Newark and Wilmington.
- D) Amtrak Station improvements including platform and passenger convenience areas.

**PROJECT JUSTIFICATION:** This project preserves Delaware's competitive position by maintaining its current industrial and agricultural base and thereby retaining employers in the State. In addition, it reduces truck traffic on Delaware highways, enhances highway safety, and reduces investment in highway infrastructure. HRCV Program Grant - State-matching grant will provide funds to preserve the Wilmington & Western rail system to promote tourism and rail freight services.

**County:** New Castle/Sussex  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:**  
**Senatorial District:**

INDIVIDUAL PROJECT SEGMENTS	FUNDING	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
		TOTAL	PROJ TTF	TOTAL	PROJ TTF
A. State Owned Line	100% ST		0	220	1,778
B. HRCV Maint Grant	100% ST	50		50	
C. Northeast Corridor Capitalization	100% ST	1,369		650	
D. Amtrak Station Improvements	100% ST			927	

*All \$ X 1,000*

***SAFETY, INTERSECTION IMPROVEMENTS AND TRANSPORTATION ENHANCEMENTS***

**PROJECT SCOPE/DESCRIPTION:**

- A. Safety Improvements: Selected safety improvements statewide. These locations are identified through the safety management program.
- B. Rail Crossing Safety: Selected safety improvements at highway/rail crossings throughout the State as identified by the safety management system program.
- C. Intersection Improvements: Selected minor intersection improvements statewide
- D. Transportation Enhancements: Enhancements (bicycle and pedestrian, landscaping, historic restoration, etc) to transportation facilities. An Advisory Committee recommends locations for this program to the Department.

**PROJECT JUSTIFICATION:**

- A. Federally mandated safety improvement program.
- B. Federally mandated safety improvement program.
- C. Intersections throughout the State need to be upgraded as funding permits to alleviate congestion and provide safer turning movements.
- D. Federal mandated program for non-traditional enhancements to transportation infrastructure and services.

**County:** Statewide  
**Municipality:**  
**Program Category:** System Management  
**Representative District:**  
**Senatorial District:**

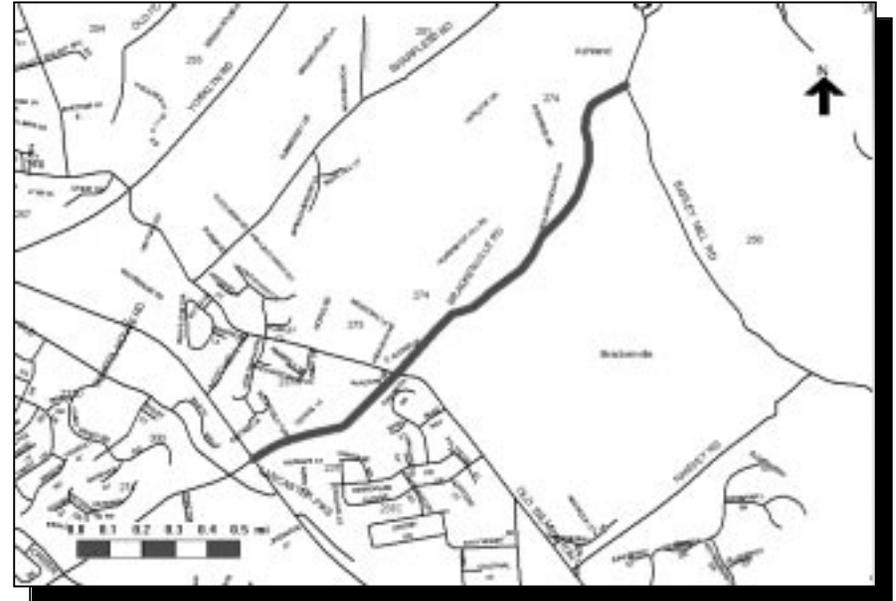
INDIVIDUAL PROJECT SEGMENTS	FUNDING	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
		TOTAL	PROJ TTF	TOTAL	PROJ TTF
Safety Improvements	90% FHWA	750	0	750	981
Rail Crossing Safety	90% FHWA 100% ST	625		625 100	
Intersection Improvements/Safety Improvements	100% ST 80% FHWA	75		125	
Transportation Enhancements	80% FHWA	2,420		3,375	

*All \$ X 1,000*

***SAFETY, BRACKENVILLE ROAD, SR 48 TO BARLEY MILL ROAD***

**PROJECT SCOPE/DESCRIPTION:** Minor widening to provide ten foot travel lanes; slope stabilization; installation of partially closed drainage system and crossover pipes; pavement rehabilitation; guardrail installation; and 2 foot grass shoulder.

**PROJECT JUSTIFICATION:** Narrow travel lanes and safety concerns have been brought to the attention of the Department by area citizens.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Management  
**Representative District:** 12, 20  
**Senatorial District:** 6, 7

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
					0		937
	100%ST	665	LOC			655	
	100%ST	272	PE			272	
	100%ST	500	R/W*				
	80% FHWA	1,816	C*				

*All \$ X 1,000*

***SAFETY, CASHO MILL ROAD UNDERPASS IMPROVEMENTS, NEWARK***

**PROJECT SCOPE/DESCRIPTION:** A bicycle pedestrian tunnel will be constructed under the rail road track. The improvement will include installation of sidewalks, drainage, and lighting in the tunnel. This improvement is an example of a cooperative effort between the public, DelDOT, City of Newark, and WILMAPCO.

**PROJECT JUSTIFICATION:** This project has been recommended by our Highway Safety Information Program (HSIP).



**County:** New Castle  
**Municipality:** Newark  
**Program Category:** System Management  
**Representative District:** 23, 25  
**Senatorial District:** 10

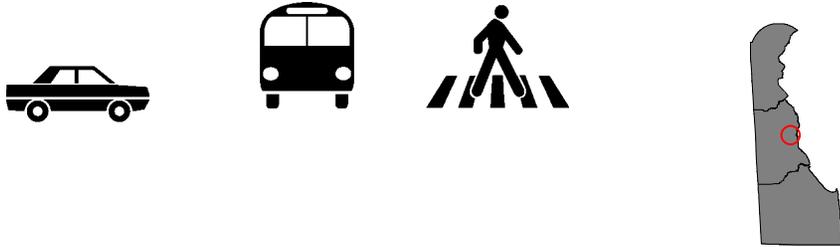
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
98-011-01	80% FHWA	394	C		0	394	78

*All \$ X 1,000*

***SAFETY, COLLEGE ROAD AND US 13***

**PROJECT SCOPE/DESCRIPTION:** Improvements will include the resurfacing of pavements to correct the profile of the intersection, installation of islands for traffic channelization, restriping of pavement and coordination of signal timings.

**PROJECT JUSTIFICATION:** This project was identified through the Highway Safety Management System.



**County:** Kent  
**Municipality:** Dover  
**Program Category:** System Management  
**Representative District:** 31  
**Senatorial District:** 17

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
97-042-01	90% FHWA	407	C	407	0		0

*All \$ X 1,000*

**SAFETY, DOVER AND MILFORD**

**PROJECT SCOPE/DESCRIPTION:**

- 1) US113, Northbound and Southbound, Tenth Street to Walnut Street, Milford, Extend left turn lane and install signal on US113 at Wal-Mart entrance; install mountable curb at diner entrance on northbound US113
- 2) US113A, State Street at Beechwood Drive, Dover, reconstruct shoulder at Beechwood Drive to install bypass lane
- 3) US 13 at Plymouth Road, channelize median at Plymouth Road



**PROJECT JUSTIFICATION:** These locations were chosen for funding from the 1996 Highway Safety Improvement Program priority listing, based on the federal guidelines for prioritization.



**County:** Kent  
**Municipality:** Milford  
**Program Category:** System Management  
**Representative District:** 33, 36  
**Senatorial District:** 18

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
98-008-01	90% FHWA	213	C	213	0		0

*All \$ X 1,000*

***SAFETY, DOVER AND MILFORD CONTINUED)***

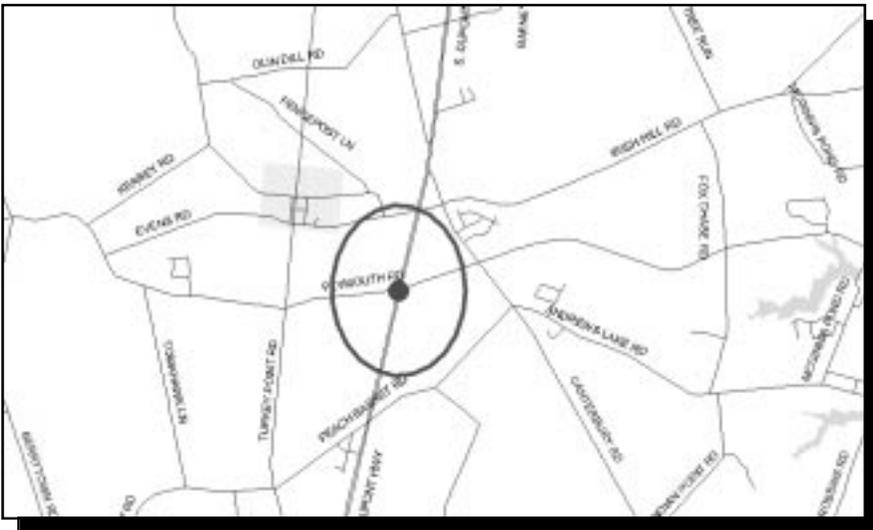
***1) US113, MILFORD***



***2) STATE STREET, DOVER***



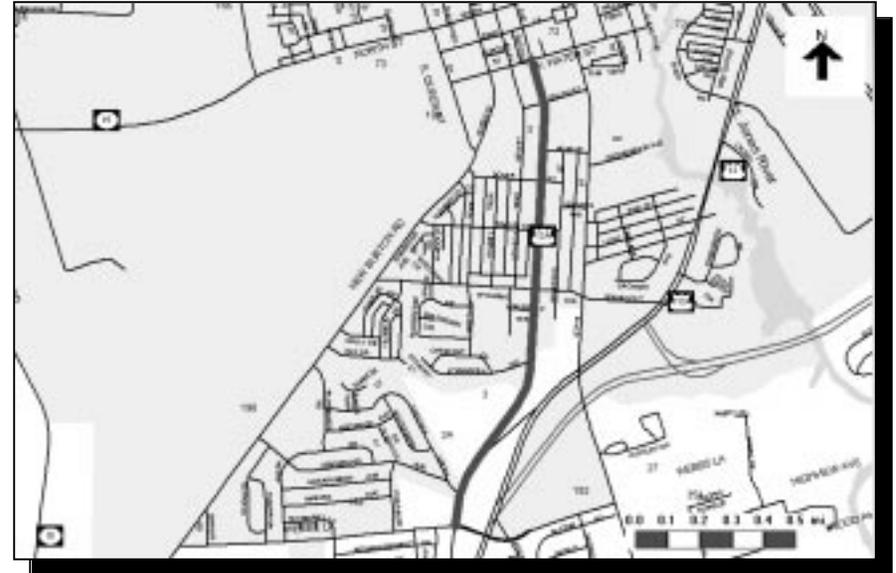
***3) US 13, AT PLYMOUTH ROAD***



***SAFETY, GOVERNOR'S AVENUE, WEBB'S LANE TO WATER STREET***

**PROJECT SCOPE/DESCRIPTION:** Construct curb and gutter, sidewalk, closed drainage system, shoulder reconstruction, bridge replacement, and restriping, with some minor widening improvements including intersection improvements at Water Street.

**PROJECT JUSTIFICATION:** This will improve multi-modal, modal movements along the roadway.



**County:** Kent  
**Municipality:** Dover  
**Program Category:** System Management  
**Representative District:** 32  
**Senatorial District:** 16, 17

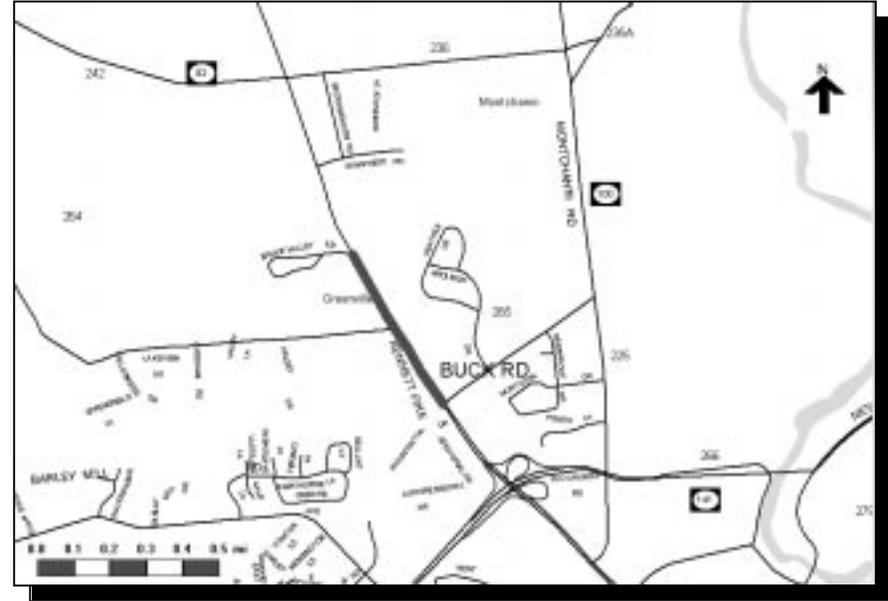
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
	100% ST 100% ST 80% FHWA	700 40 4,626	PE R/W* C*		0	700	700

*All \$ X 1,000*

***SAFETY, KENNETT PIKE (SR 52), SOUTH OF BUCK ROAD TO NORTH OF BROOK VALLEY ROAD***

**PROJECT SCOPE/DESCRIPTION:** This project includes the widening of traffic lanes and shoulders along Kennett Pike; resurfacing and restriping the entire length; improving the drainage at the Kennett Pike and Buck Road intersection; revising geometry traffic patterns and adding a signal at the Powder Square entrance.

**PROJECT JUSTIFICATION:** This roadway is heavily traveled by commuters. Improvements are needed to provide smooth traffic flow and safer movements at the intersection, which was identified through the Highway Safety Management System.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Management  
**Representative District:** 11, 12  
**Senatorial District:** 6

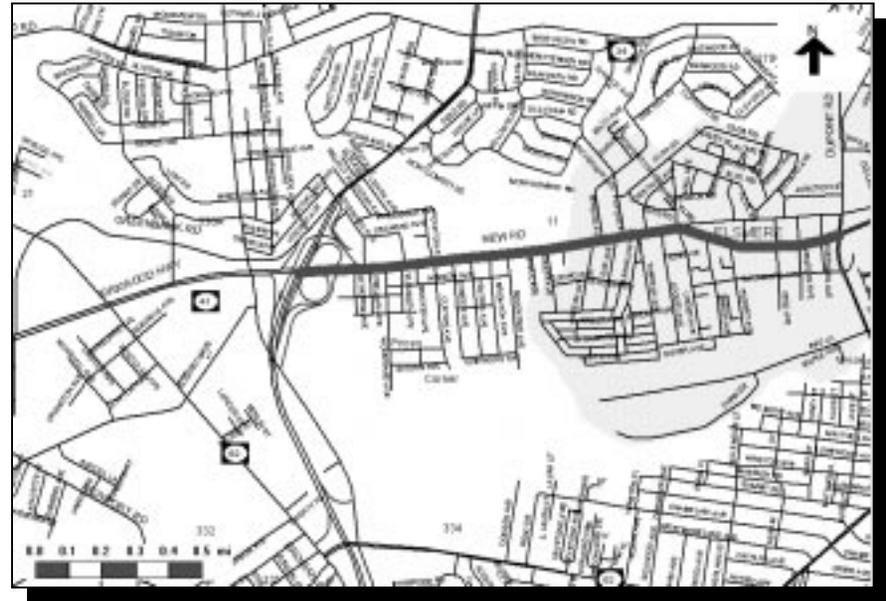
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
91-001-02	90% A/C FHWA	2,213	C	2,213	0		0

*All \$ X 1,000*

***SAFETY, KIRKWOOD HIGHWAY, SR141 TO SR100, ELSMERE***

**PROJECT SCOPE/DISCRPTION:** Crossover removal, install turn lanes, signal improvements, rotomill and overlay, curb replacement at median only and install bus shelters and signs. The resurfacing of BR152 and BR153 will also be completed as part of this project.

**PROJECT JUSTIFICATION:** To improve safety along Kirkwood Highway and enhance opportunities for other transportation modes.



**County:** New Castle  
**Municipality:** System Management  
**Program Category:** 13  
**Representative District:** 7  
**Senatorial District:** 7

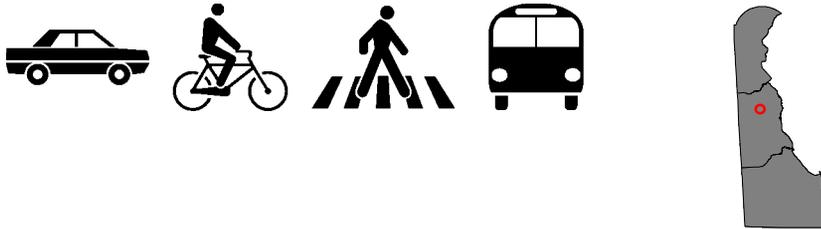
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
96-007-02	80% FHWA	7,055	C	7,055	0		0

*All \$ X 1,000*

***SAFETY, MC KEE AND DENNY'S ROAD INTERSECTION***

**PROJECT SCOPE/DESCRIPTION:** This project will include full signalization of the intersection and transit access, pedestrian and bicycle improvements as appropriate.

**PROJECT JUSTIFICATION:** It was identified through the Highway Safety Management Program. The area meets the warrants for full signalization. The safety-rating factor has indicated the need for a more extensive design project.



**County:** Kent  
**Municipality:**  
**Program Category:** System Management  
**Representative District:** 31  
**Senatorial District:** 17

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
97-002-01	100% ST 80% FHWA	20 415	R/W C	20	0	415	30

*All \$ X 1,000*

***SAFETY, NORTH STREET, MIFFLIN ROAD TO WEST STREET, DOVER***

**PROJECT SCOPE/DESCRIPTION:** Addition of turn lanes, adjust signals, widen West Street to provide exclusive right turn lane; add sidewalk on north side of North Street; curb and gutter; overlay intersections, and add pedestrian signal.

**PROJECT JUSTIFICATION:** Improve traffic congestion in downtown Dover.



**County:** Kent  
**Municipality:** Dover  
**Program Category:** System Management  
**Representative District:** 29, 32, 31  
**Senatorial District:** 17

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
98-045-01	100% ST 100% ST 80% FHWA	45 320 2,852	ENV R/W C*	45	0	320	315

*All \$ X 1,000*

**SAFETY, RAIL CROSSING, SR 4 WEST OF SR 72**

**PROJECT SCOPE/DESCRIPTION:** Remove and replace existing crossing with precast concrete and upgrade detection equipment.

**PROJECT JUSTIFICATION:** Location is a potential safety concern.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Management  
**Representative District:** 25  
**Senatorial District:** 10

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
	100%ST 80% FHWA	30 300	PE C*		0	30	30

*All \$ X 1,000*

**SAFETY, RAIL CROSSING, US 13, SOUTH OF HARRINGTON**

**PROJECT SCOPE/DESCRIPTION:** Project includes removal and replacement of existing crossing with pre-cast concrete panel surface and upgrade railroad detection equipment.

**PROJECT JUSTIFICATION:** This project has potential accident prevention benefits.



**County:** Kent  
**Municipality:** Harrington  
**Program Category:** System Management  
**Representative District:** 30  
**Senatorial District:** 18

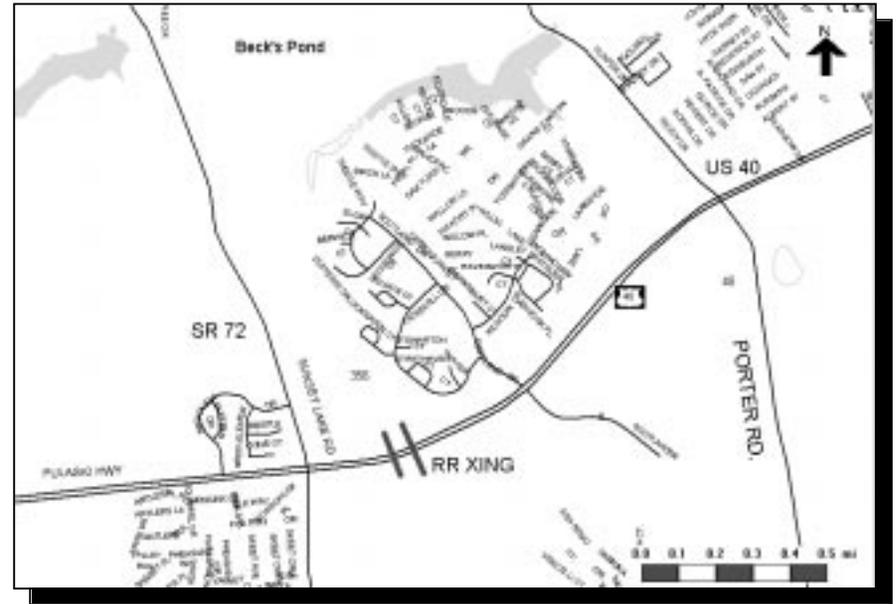
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
	100% ST 80% FHWA	33 332	PE C*		0	33	33

*All \$ X 1,000*

***SAFETY, RAIL CROSSING, US 40 EAST OF SR 72***

**PROJECT SCOPE/DESCRIPTION:** Remove and replace existing crossing with precast concrete and upgrade detection equipment.

**PROJECT JUSTIFICATION:** Location is a potential safety concern.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Management  
**Representative District:** 27  
**Senatorial District:** 12

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
	100%ST 80% FHWA	35 350	PE C	35	0	350	70

*All \$ X 1,000*

***SAFETY, RAIL CROSSING, US113, MILFORD***

**PROJECT SCOPE/DESCRIPTION:** Project includes removal and replacement of existing crossing with pre-cast concrete panel surface and upgrade railroad detection equipment.

**PROJECT JUSTIFICATION:** This project has potential accident prevention benefits.



**County:** Kent  
**Municipality:** Milford  
**Program Category:** System Management  
**Representative District:** 33  
**Senatorial District:** 18

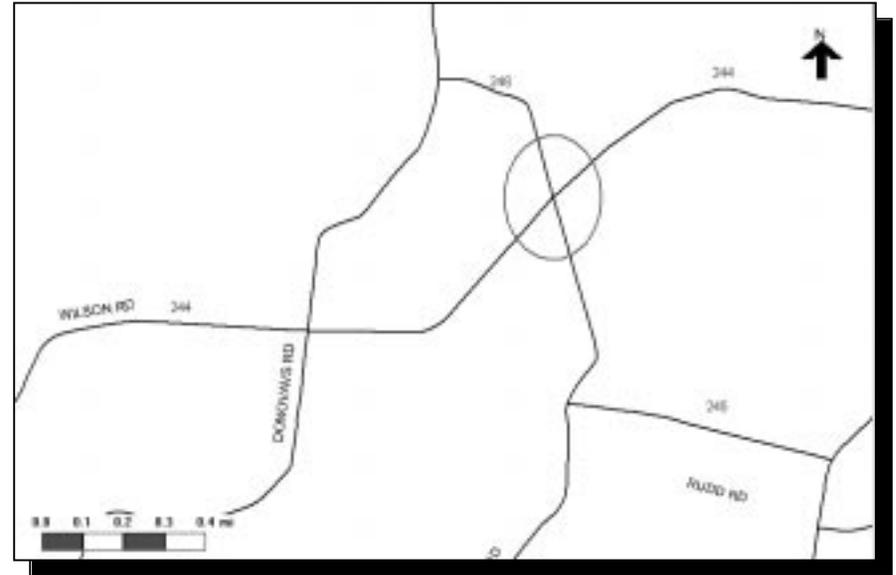
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
	100% ST 80% FHWA	54 537	PE C	54	0	537	107

*All \$ X 1,000*

***SAFETY, S246 AND S244 INTERSECTION IMPROVEMENT, NORTHEAST OF GEORGETOWN***

**PROJECT SCOPE/DESCRIPTION:** Add a right turn lane from S244 eastbound onto S246 southbound.

**PROJECT JUSTIFICATION:** Improve turning movements at this intersection.



**County:** Sussex  
**Municipality:**  
**Program Category:** System Management  
**Representative District:** 36  
**Senatorial District:** 19

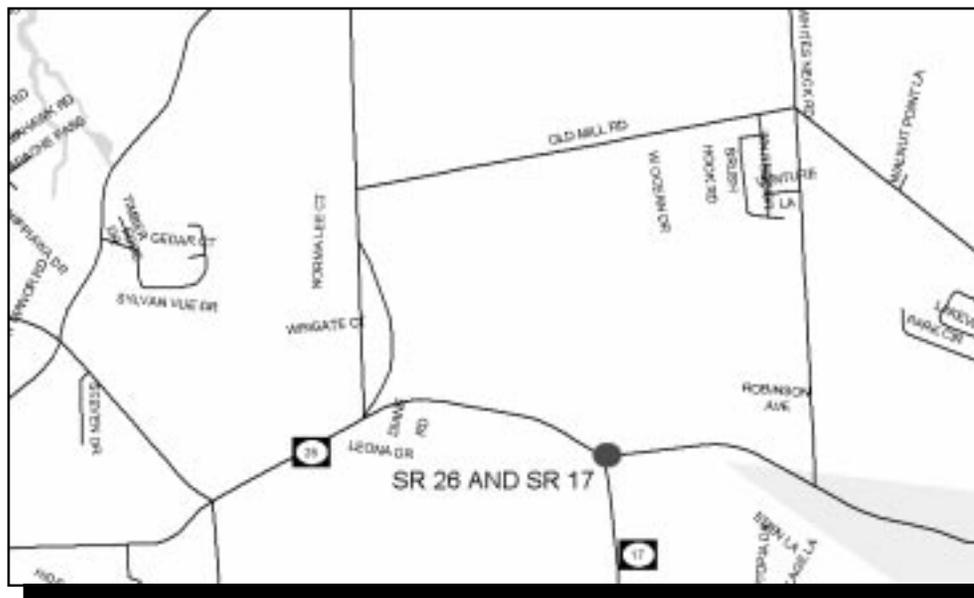
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
98-043-01	100% ST 100% ST	8 100	PE C	8	0	100	38

*All \$ X 1,000*

**SAFETY, SR 26 AND SR 17 INTERSECTION IMPROVEMENTS**

**PROJECT SCOPE/DESCRIPTION:** Construct a bypass lane to provide for left turn access to existing shopping center; left turn access to SR 17; signal rebuild and update.

**PROJECT JUSTIFICATION:** Improve safe traffic flow at intersection; improve intersection geometry and capacity by providing bypass lanes for left turning vehicles.



**County:** Sussex  
**Municipality:**  
**Program Category:** System Management  
**Representative District:** 38  
**Senatorial District** 20

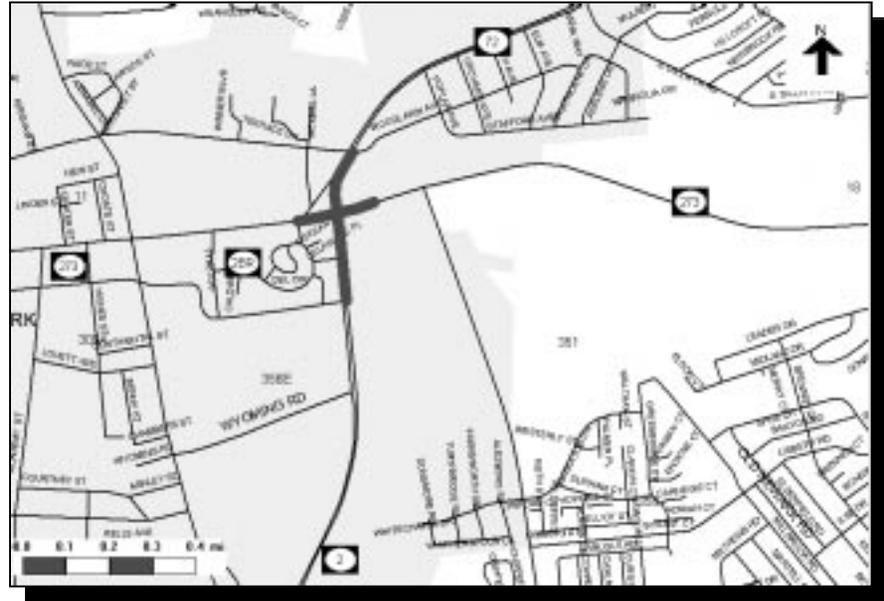
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
98-091-02	100% ST 80% FHWA	45 542	PE R/W/C		0	45 542	108

*All \$ X 1,000*

**SAFETY, SR273, SR 72, SR 2, NEWARK INTERSECTION IMPROVEMENTS**

**PROJECT SCOPE/DESCRIPTION:** Traffic calming including reconstruction of pavement, pavement markings, signal work, including those to accommodate bicycles and pedestrians, and installation of right turn lane for entrance into post office.

**PROJECT JUSTIFICATION:** This project was identified through the highway safety information system.



**County:** New Castle  
**Municipality:** Newark  
**Program Category:** System Management  
**Representative District:** 11  
**Senatorial District:** 4, 6

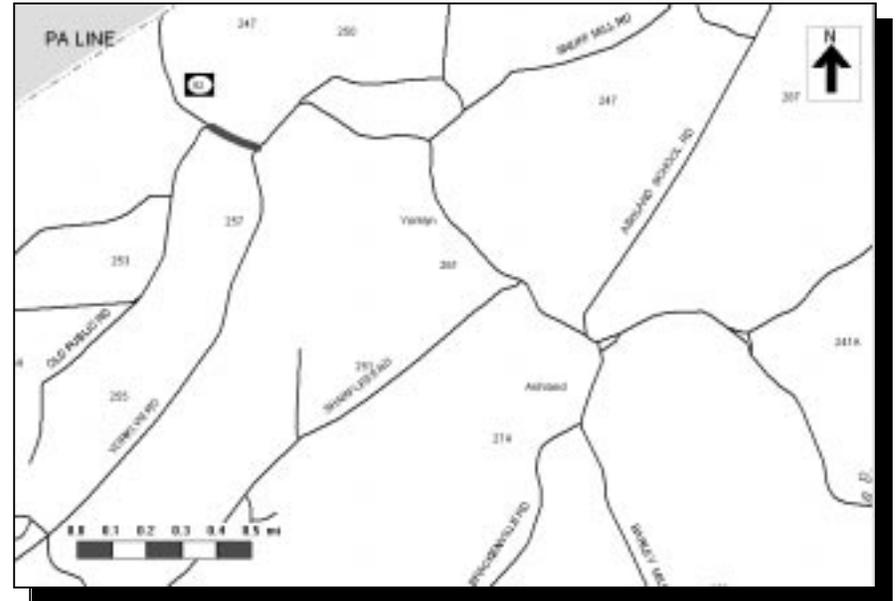
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
98-007-03	100% ST 100% ST 90% FHWA	50 12 819	PE R/W C	50	0	12 819	82

*All \$ X 1,000*

**SAFETY, SR 82, SLOPE STABILIZATION FROM OLD PUBLIC ROAD TO YORKLYN ROAD**

**PROJECT SCOPE/DESCRIPTION:** Construction of retaining structures to stabilize slopes along the roadway.

**PROJECT JUSTIFICATION:** Roadway reconstruction 50' before and after retaining wall limits and within area of slope instability necessary to prevent worsening safety condition.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 12  
**Senatorial District:** 6

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TIF
97-007-01	100% ST 80% FHWA	20 1,050	R/W C	20 1,050	0		0

*All \$ X 1,000*

**SAFETY, UPPER PIKE CREEK ROAD SLOPE STABILIZATION**

**PROJECT SCOPE/DESCRIPTION:** Construction of retaining structures at three locations where creek erosion is undermining the stability of the road. Leveling of the topography with minor shoulder widening and drainage pipe replacement.

**PROJECT JUSTIFICATION:** Edge of the roadway is falling away towards Pike Creek. Walls will stabilize this area.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 21, 22  
**Senatorial District:** 8

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
97-007-02	100% ST 80% FHWA	50 1,500	R/W C	50	0	1,500	45

*All \$ X 1,000*

**SAFETY, US 13, DOVER, RIVER ROAD TO COURT STREET**

**PROJECT SCOPE/DESCRIPTION:** Project will reconfigure medians and install signal at River Road; reconfigure median and remove turn bay at Water Street, install mountable curb at Court Street, and consolidate entrances on US 13.

**PROJECT JUSTIFICATION:** This location was evaluated and chosen as a high priority through the Highway Safety Improvement Program.



**County:** Kent  
**Municipality:** Dover  
**Program Category:** System Management  
**Representative District:** 32  
**Senatorial District:** 17

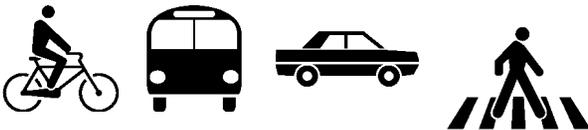
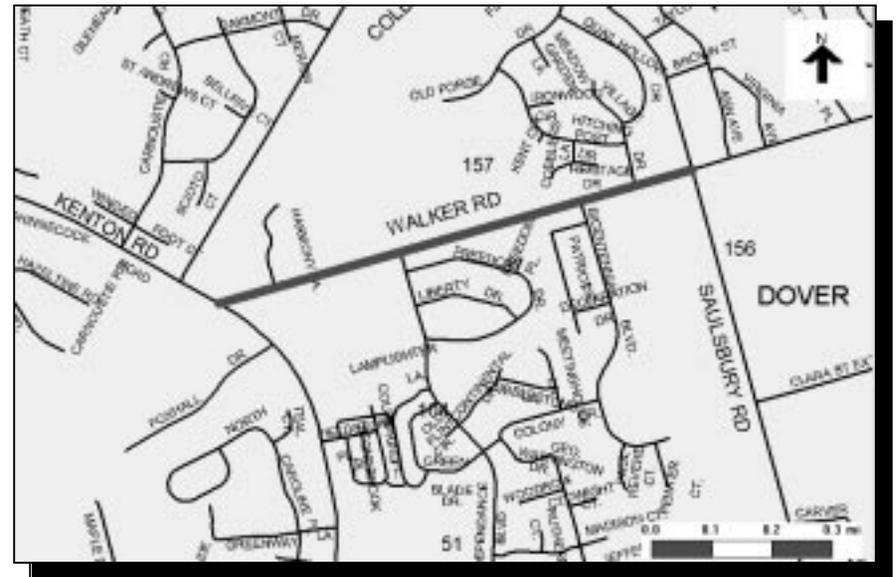
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
98-008-04	90% FHWA	323	C		0	323	32

*All \$ X 1,000*

**SAFETY, WALKER ROAD, KENTON ROAD TO SAULSBURY ROAD**

**PROJECT SCOPE/DESCRIPTION:** Widen Walker Rd. to provide 2-12' lanes with 10' paved shoulders on each side. the shoulders will also serve as a decel lane. This project will also include transit access, pedestrian and bicycle improvements as appropriate.

**PROJECT JUSTIFICATION:** Heavy residential development in the area has led to increase in traffic volumes and congestion along a 0.8 mile long corridor.



**County:** Kent  
**Municipality:** Dover  
**Program Category:** System Management  
**Representative District:** 31  
**Senatorial District:** 17

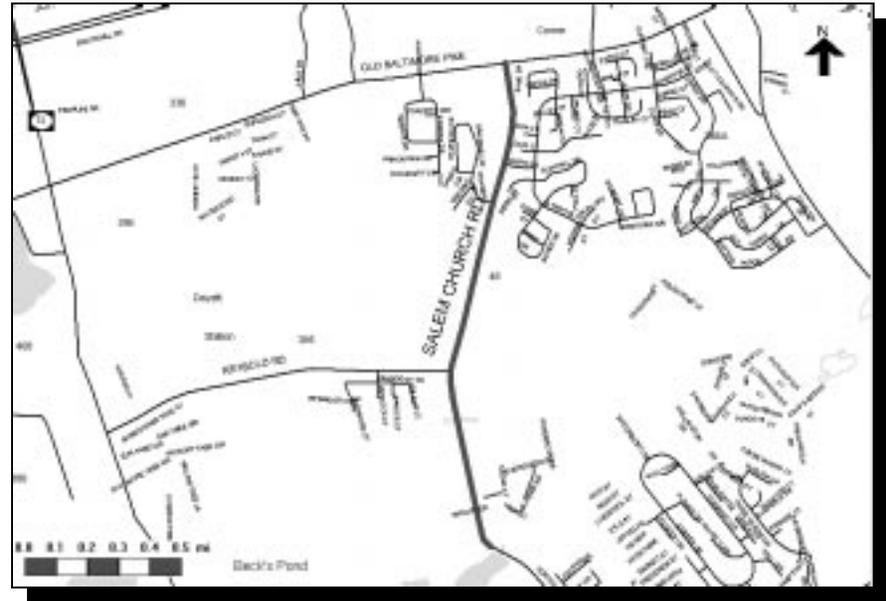
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
	100% ST 100% ST 80% FHWA	461 800 2,390	PE R/W* C*		0	461	461

*All \$ X 1,000*

**SALEM CHURCH ROAD, SOUTH OF REYBOLD ROAD TO OLD BALTIMORE PIKE**

**PROJECT SCOPE/DESCRIPTION:** Widen the roadway and shoulders, add turn and bypass lanes, intersection improvements, bridge reconstruction and drainage.

**PROJECT JUSTIFICATION:** The condition of the pavement needs to be upgraded, and measures need to be taken to lessen congestion. This project has been delayed due to the intersection and bridgework near Reybold Road being added to the second section. This road is a collector road and is also part of the designated Bicycle Route 1.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Management  
**Representative District:** 24, 26  
**Senatorial District:** 10, 11

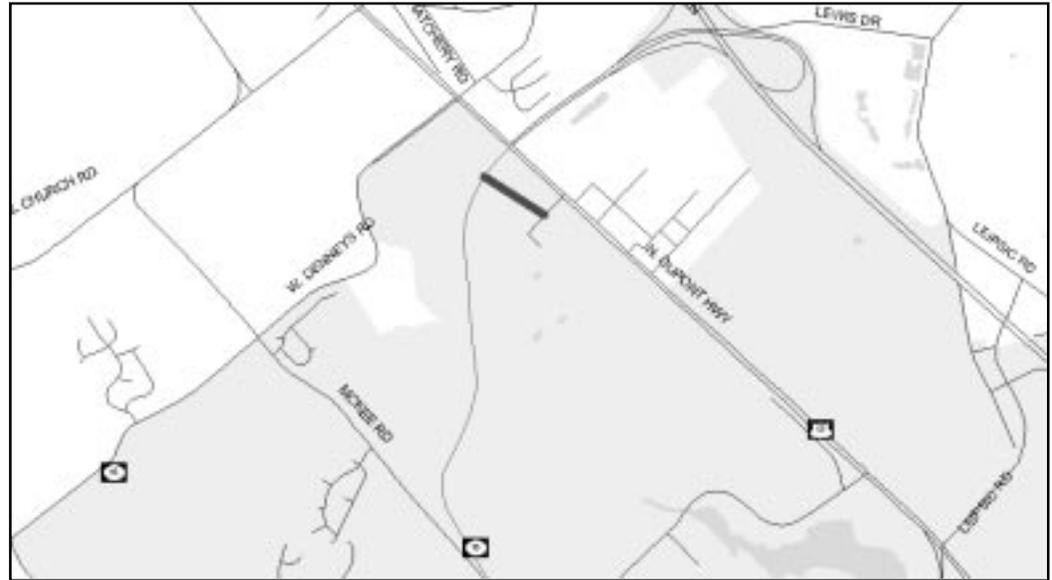
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
93-061-17	100%ST	2,260	C	2,260	0		0

*All \$ X 1,000*

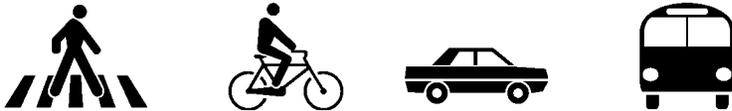
**SCARBOROUGH ACCESS ROAD, DOVER**

**PROJECT SCOPE/DESCRIPTION:** This road will connect Scarborough Road to the Sam's/Walmart complex. The proposed design includes two 12 foot travel lanes, a center 12' turn lane for turning vehicles, and an 8' shoulder on both sides of the road. 5' sidewalks will be located on both sides of the travelway, with landscaping added.

**PROJECT JUSTIFICATION:** This project will divert local traffic from along US 13.



**County:** Kent  
**Municipality:** Dover  
**Program Category:** System Expansion  
**Representative District:** 31  
**Senatorial District:** 17



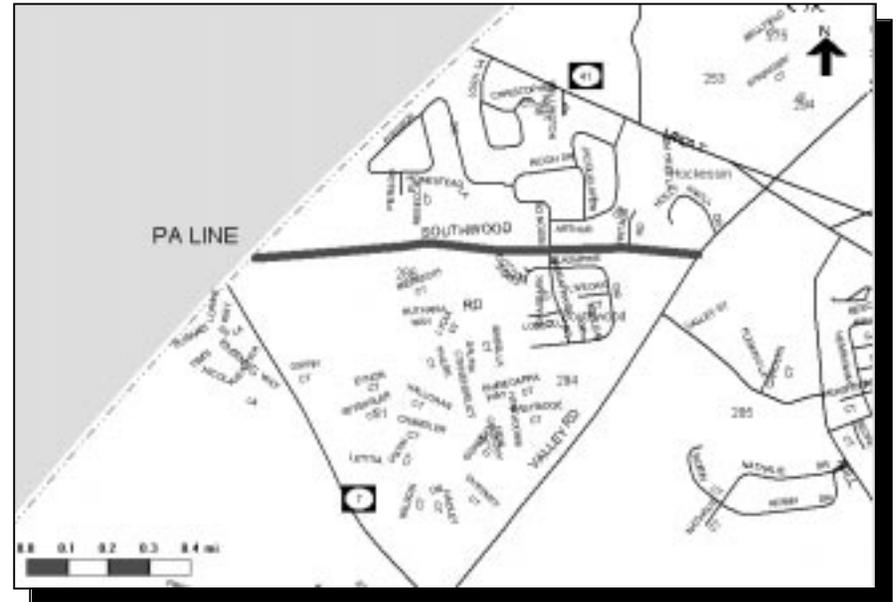
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
93-012-01	100%ST 100%ST 80% FHWA	70 250 3,073	LOC PE C*	70	0	250	165

*All \$ X 1,000*

**SOUTHWOOD ROAD, VALLEY ROAD TO PENNSYLVANIA LINE**

**PROJECT SCOPE/DESCRIPTION:** This project has been downsized from original scope to now include pavement rehabilitation with cold-in-place recycling of existing overlay; minor widening; and replace on pipe crossing.

**PROJECT JUSTIFICATION:** Accommodate increased traffic flow.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Management  
**Representative District:** 20  
**Senatorial District:** 6

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
92-061-06	100%ST 100%ST	29 490	PE C	29 490	0		0

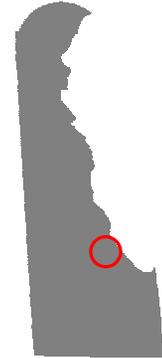
*All \$ X 1,000*

**SR 1 CORRIDOR CAPACITY IMPROVEMENTS, SUSSEX COUNTY**

**PROJECT SCOPE/DESCRIPTION:**

- A. SR 30 extension to SR 1, Business – Expand intersection geometry and connect SR 30 to SR 1 Business.
- B. SR 1/SR 5 Intersection - Modify intersection for turning lanes.

**PROJECT JUSTIFICATION:** To reduce traffic congestion and preserve capacity in the SR 1 corridor, eliminate the need for signalization of these intersections that are being pressured by development.



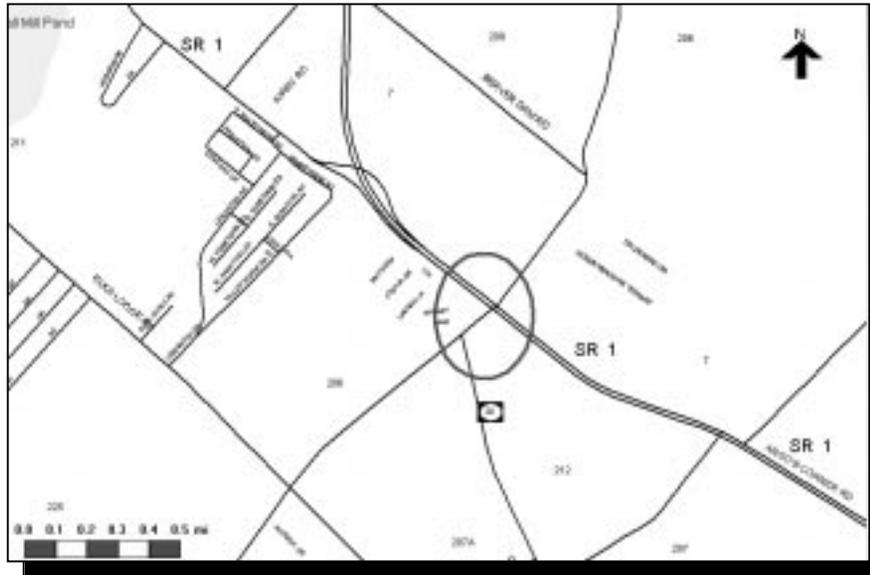
**County:** Sussex  
**Municipality:**  
**Program Category:** System Expansion  
**Representative District:** 36  
**Senatorial District:** 18

FMB ID OR PROJ#	INDIVIDUAL PROJECT SEGMENTS	FUNDING	PHASE	CURRENT		FY 2000	
				7/98-6/99 TOTAL	PROJ TTF	7/99-6/00 TOTAL	PROJ TTF
96-122-01	SR 30 Extension to SR 1, Business	100%ST 80% A/C FHWA	R/W C*		0	100	0
99-122-01	SR 1 & SR 5, Intersection	80% FHWA	C			66	

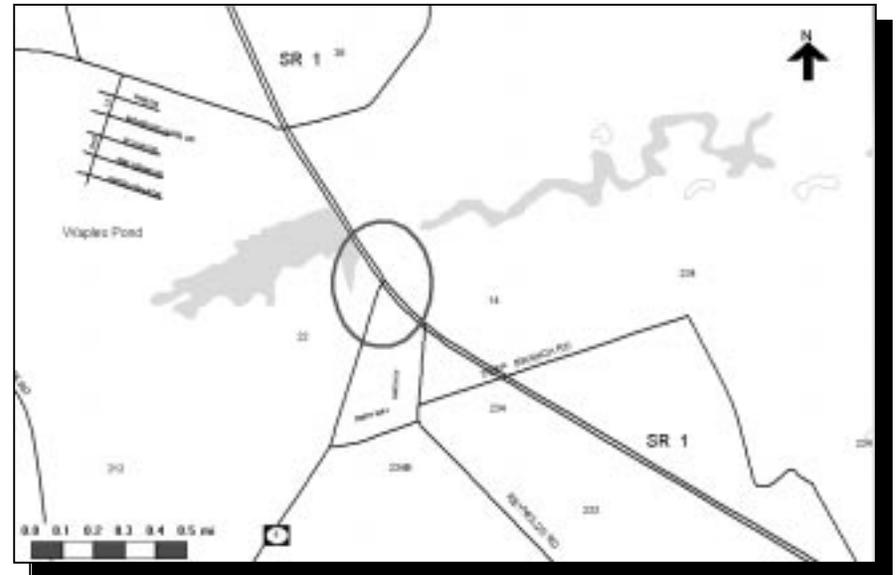
*All \$ X 1,000*

**SR 1, CORRIDOR CAPACITY IMPROVEMENTS, SUSSEX COUNTY (CONTINUED)**

**A. SR 30 @ BUS SR 1**



**B. SR 1/SR 5**



**SR 1 CORRIDOR IMPROVEMENTS, KENT COUNTY**

**PROJECT SCOPE/DESCRIPTION:** Several projects have been identified as early action items to preserve the capacity of this transportation corridor. Some of these locations are in Kent County, while others are in Sussex County. In Kent County, those identified include:

- A. SR 1/US113A Little Heaven - realign US113A north of Little Heaven to tie into a parallel roadway.
- B. Thompsonville Overpass - build a frontage road parallel to SR 1.

In, FY 1999, we will begin to design for 20% plans for these projects.

**PROJECT JUSTIFICATION:** To preserve the capacity in the SR 1 corridor.



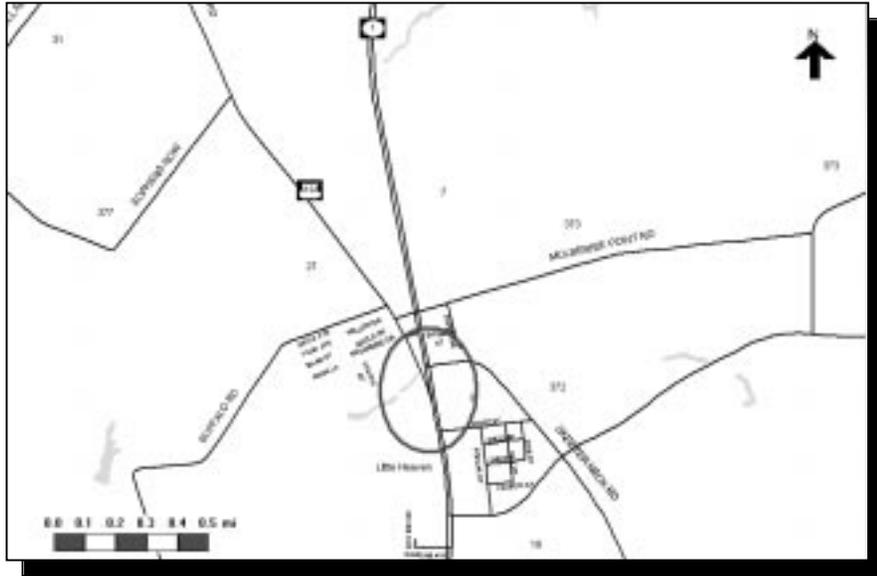
**County:** Kent  
**Municipality:**  
**Program Category:** System Management  
**Representative District:** 33  
**Senatorial District:** 16, 18

INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY' \$\$	PHASE	CURRENT 7/98-6/99 TOTAL	PROJ TTF	FY 2000 7/99-6/00 TOTAL	PROJ TTF
SR 1/US113A	80% FHWA	60	PE*		0		0
THOMPSONVILLE OVERPASS	80% FHWA	35	PE	35			
	80% FHWA	500	R/W*				
	80% FHWA	5,000	C*				

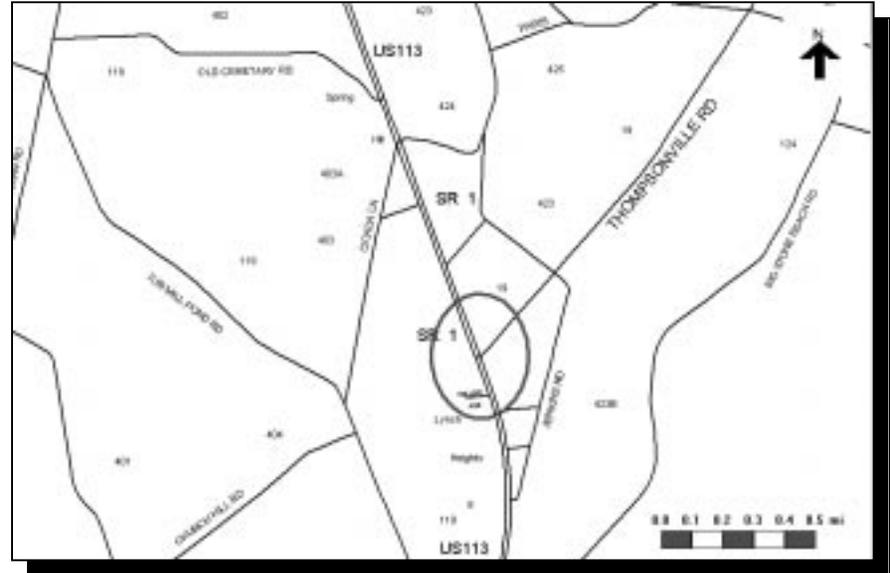
*All \$ X 1,000*

**SR 1 CORRIDOR IMPROVEMENTS, KENT COUNTY (CONTINUED)**

**A. SR 1/US113A**



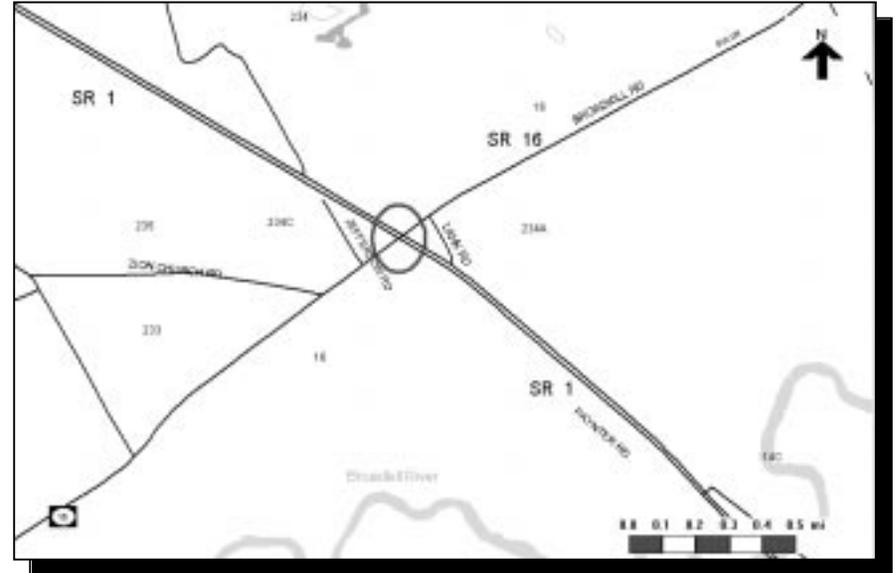
**B. Thompsonville Overpass**



**SR 1 CORRIDOR IMPROVEMENTS, SUSSEX COUNTY**

**PROJECT SCOPE/DESCRIPTION:** Various improvements along the SR 1 corridor in Sussex County have been identified to preserve the capacity of this major corridor. The first project is at the SR 16/SR 1 Intersection.

**PROJECT JUSTIFICATION:** To preserve the capacity in the SR 1 corridor.



**County:** Sussex  
**Municipality:**  
**Program Category:** System Management  
**Representative District:** 36, 37  
**Senatorial District:** 18, 20

FMB ID OR PROJ#	INDIVIDUAL PROJECT SEGMENTS	FUNDING		FUNDING	CURRENT 7/98-6/99 TOTAL	PROJ TTF	FY 2000 7/99-6/00 TOTAL	PROJ TTF
	SR 16/ SR 1	80% FHWA	PE	80% FHWA	560	0		0
		80% FHWA	R/W*	80% FHWA				
		80% FHWA	C*	80% FHWA				

*All \$ X 1,000*

**SR 1, SOUTH OF DOVER TO SOUTH OF CHESAPEAKE & DELAWARE CANAL**

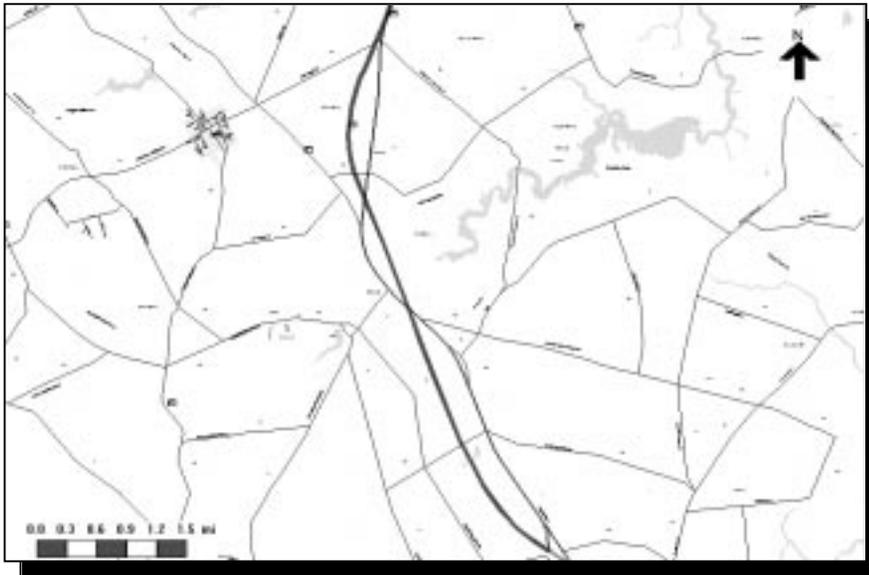
**PROJECT SCOPE/DESCRIPTION:** Two major sections remain to start construction of this limited access highway connecting Dover to I-95, predominately on new alignment. Additional snow removal equipment is needed for the area around Odessa that will open 12/99. In FY 2000, we will advertise and begin construction on the section North of Smyrna to Townsend, and advertise and begin construction of the section from Townsend to Sycamore Farms in FY 2001. This will be the final section of the main line contract.



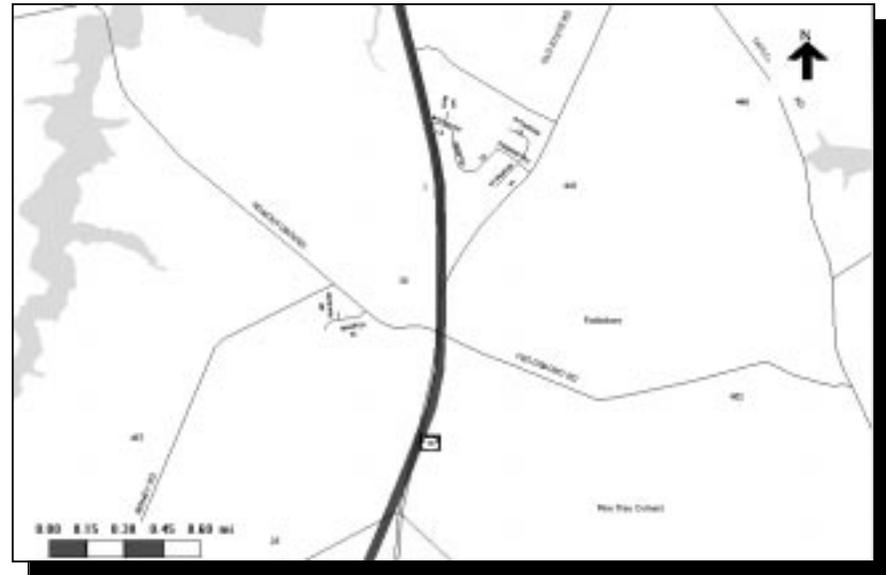
**PROJECT JUSTIFICATION:** To alleviate congestion around the town of Odessa and Dover Air Force Base and provide a continuous limited access highway between I-95 and Dover.

**County:** Kent, New Castle  
**Municipality:**  
**Program Category:** System Expansion  
**Representative District:** 9, 28, 31  
**Senatorial District:** 14, 17

**A. N485 North of Smyrna to Townsend**



**B. Townsend to Sycamore Farms**



**SR 1, SOUTH OF DOVER TO SOUTH OF CHESAPEAKE & DELAWARE CANAL (CONTINUED)**

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	TOTAL EST. COST	PHASE	CURRENT 7/98-6/99 TOTAL	PROJ TTF	FY 2000 7/99-6/00 TOTAL	PROJ TTF
						0		7,387
83-110-02	MAINLINE R/W	100% ST	7,000	R/W	2,000			
83-110-01	MAINLINE PE	100% ST	2,000	ENV	1,500		500	
91-110-14	A. N485, N OF SMYRNA TO TOWNSEND	35% FHWA	350	PE			350	
		80% FHWA	565	ENV				
		80% A/C FHWA	48,115	C			48,415	
91-110-15	B. TOWNSEND TO SYCAMORE FARMS	35% FHWA	200	PE			200	
		80% A/C FHWA	26,671	C				
91-110-17	C. N 37 TO SCOTT RUN BRIDGE							
	US 13 ACCESS RAMPS	33% FHWA	137	PE	137			
	US 13 ACCESS RAMPS, S.	100% ST	2,200	C	2,200			
	ST GEORGES - SOUTH	100% ST	650	R/W	650			
	US 13, TYBOUTS CORNER	100% ST	3,350	C	3,350			
	D. SNOW REMOVAL TRUCKS	100% ST	263	PRO	263			
	E. DESIGN COORDINATION	100% ST	1,200	PE	300		200	
	F. CONSTRUCTION COORD	50% FHWA	11,400	C			2,400	
	G. PARK AND RIDE LOTS	100% ST	95	PE	95			
		80% FHWA	2,060	C	2,060			

**ALL \$ X 1,000**

**SR 7, SR 72 THROUGH VALLEY ROAD INTERSECTION**

**PROJECT SCOPE/DESCRIPTION:** This project has been redefined through public input. The current plan is to rebuild the SR 7 and Valley Road intersection and to dualize the roadway portion from SR 72 through the SR 7 and Brackenville Road intersection. The construction will include the designation of a high occupancy vehicle (HOV) lane from Brackenville Rd. south to Milltown Rd. and include the pavement overlay north to the Pennsylvania Line and will be funded from the Pavement Rehabilitation Program.



**PROJECT JUSTIFICATION:** Alleviate congestion on this major highway.

**County:** New Castle  
**Municipality:**  
**Program Category:** System Expansion  
**Representative District:** 20, 22  
**Senatorial District:** 6



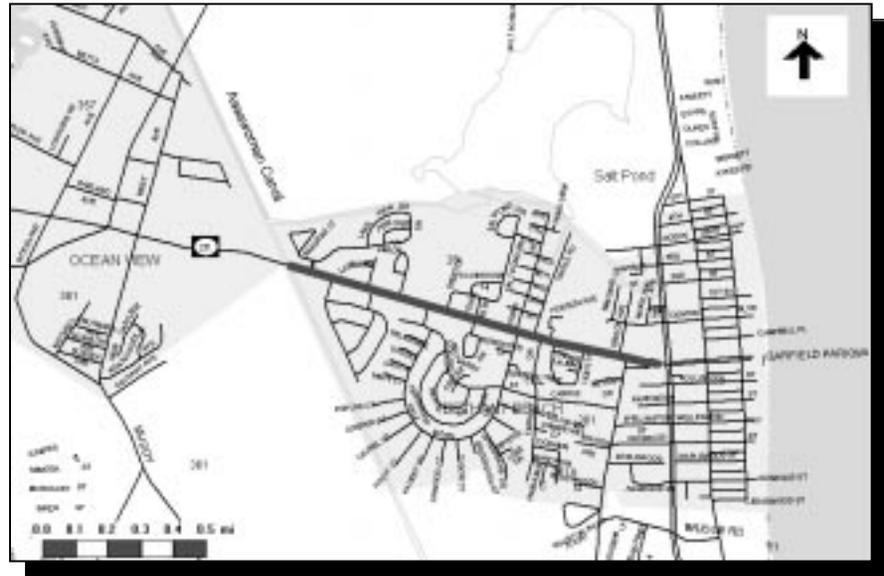
FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST		CURRENT		FY 2000	
			TO COMPLETE IN TODAY'S \$	PHASE	7/98 - 6/99 TOTAL	PROJ TTF	7/99 -6/00 TOTAL	PROJ TTF
91-101-02	Valley Road Intersection	100% ST 80% A/C FHWA	300 5,855	R/W C	300 5,855	0		0
98-101-02	Dualization from North of SR 27 to N of Brackenville Rd	100% ST 100% ST 80% A/C FHWA	64 2,600 9,730	PE R/W C	64 2,600 9,730			

*All \$ X 1,000*

**SR 26, ASSAWOMAN CANAL TO SR 1, BETHANY BEACH**

**PROJECT SCOPE/DESCRIPTION:** Widen to accommodate center turn lane, signal, channelization of traffic, bikeways, sidewalks and safety improvements for pedestrians. Drainage improvements will also be completed. This project is scheduled to be advertised for construction in FY 1999.

**PROJECT JUSTIFICATION:** Turn lanes need to be added to relieve the congestion on this beach route and to provide for turning movements, bicycles, and pedestrians safety.



**County:** Sussex  
**Municipality:** Bethany Beach  
**Program Category:** System Management  
**Representative District:** 38  
**Senatorial District:** 20

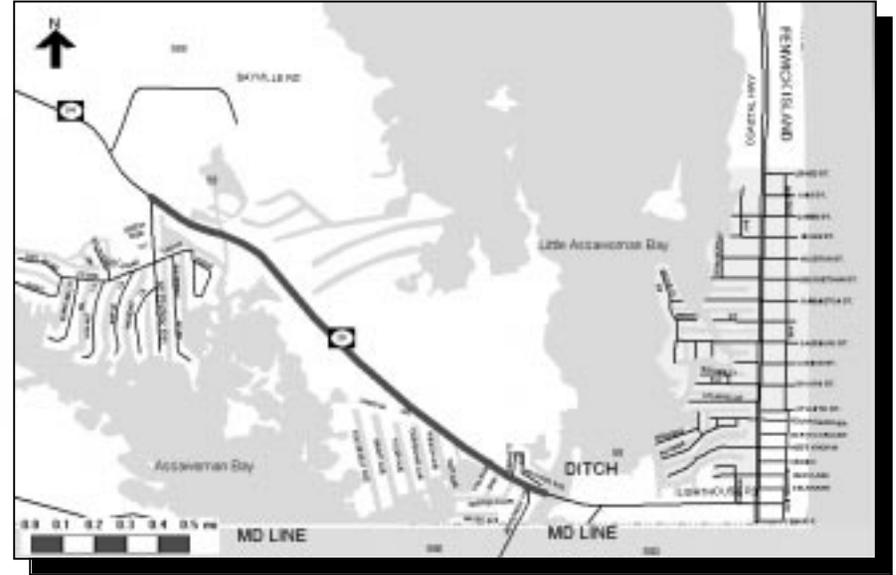
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
93-063-06	100% ST 80% A/C FHWA	300 5,394	R/W C	300 5,394	0		0

*All \$ X 1,000*

**SR 54, S 58C TO THE DITCH BETWEEN LITTLE ASSAWOMAN BAY AND ASSAWOMAN BAY, WEST OF FENWICK ISLAND**

**PROJECT SCOPE/DESCRIPTION:** Construct a viaduct to raise the road to elevation 6.0'. The lowest lying area with the highest incidence of flooding will be spanned by two viaduct segments of approximately 2,400 ft. The remainder of the project will be built on fill to maintain direct access to businesses and communities, provide a dry pavement in a 100-year storm event and allow tidal flow under the viaduct.

**PROJECT JUSTIFICATION:** This stretch of busy SR 54 frequently floods for extended periods during very high tides and storm surges, rendering the road impassable for days. Local residents are concerned that emergency vehicles are not able to reach their homes during flooding periods. Sussex County's Emergency Preparedness Office has a strong desire to use this route as an evacuation route for the resort area.



**County:** Sussex  
**Municipality:**  
**Program Category:** System Management  
**Representative District:** 38  
**Senatorial District:** 20

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
96-112-01	100%ST	215	ENV	125	0	90	2,331
	80% FHWA	571	PE	571			
	80% FHWA	2,500	R/W	2,500			
	80% A/C FHWA	12,910	C				
						12,910	

**All \$ X 1,000**

**SRI41, KENNETT PIKE TO US202**

**PROJECT SCOPE/DESCRIPTION:** This project has now been split into phases.

- A. **US202 Safety Improvements** –Final plans have been completed to improve the operational conditions of Concord Pike (US202) from Murphy Rd.(SR141) to just south of the Foulk Rd/Rockland Rd intersection. The Phase I will include: adding the third lane to SB Concord Pike from Murphy Rd. to Foulk to provide a consistent typical section north and south of this segment of the roadway, protected left turn lanes, continuation of the SR141 bikeway along US202 to Rockland Rd. and bus stop amenities.
- B. **Relocation of Augustine Cut-Off** – will be considered a phase II of the US202 Safety Improvements project. This had previously been included in phase I, but due to outstanding community concerns with traffic patterns on secondary roads such as Rockland Rd. and Augustine Cut-Off itself, the project is in two phases.
- C. **SR 52 to Alopocas** – Design for this project will continue while working with the Citizens Advisory Committee to resolve any issues.
- D. **Relocation of Weldin Road** – Design will begin in FY 1999 with right of way acquisition scheduled for FY 2001 and construction in the 3 outyears. This will also include adjustments to the Foulk Road intersection to accommodate pedestrian and bicycle traffic.



**PROJECT JUSTIFICATION:** Widening of a major roadway to alleviate operational bottlenecks and congestion created by heavy commuter traffic.

**County:** New Castle  
**Municipality:**  
**Program Category:** System Expansion  
**Representative District:** 11  
**Senatorial District:** 4, 6



FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT		FY 2000	
					7/98 – 6/99 TOTAL	PROJ TTF	7/99 -6/00 TOTAL	PROJ TTF
96-106-01	US202 Safety Imp.	80% FHWA	41	PE	41	0		0
		80% FHWA	233	ENV	233			
		80% FHWA	3,000	R/W	3,000			
		80% A/C FHWA	5,500	C	5,500			
	Augustine Cut-Off / Rockland Rd. Int.	80% FHWA	270	PE	270			
			2,635	C*				
	SR 52 to Alopocas	80% FHWA	762	PE	150		300	
	Relocation of Weldin Road	80% FHWA	300	PE	220		80	
		80% FHWA	500	R/W*				
		80% FHWA	3,100	C*				

***SUBURBAN STREET, DRAINAGE AND MISCELLANEOUS TRANSPORTATION IMPROVEMENTS***

**PROJECT SCOPE/DESCRIPTION:** Funding designated by individual legislators (\$275,000 per legislator) for specific transportation related projects.

**PROJECT JUSTIFICATION:** State legislative mandated program.

**County:** Statewide  
**Municipality:**  
**Program Category:** Suburban Street and Drainage  
**Senatorial District:**

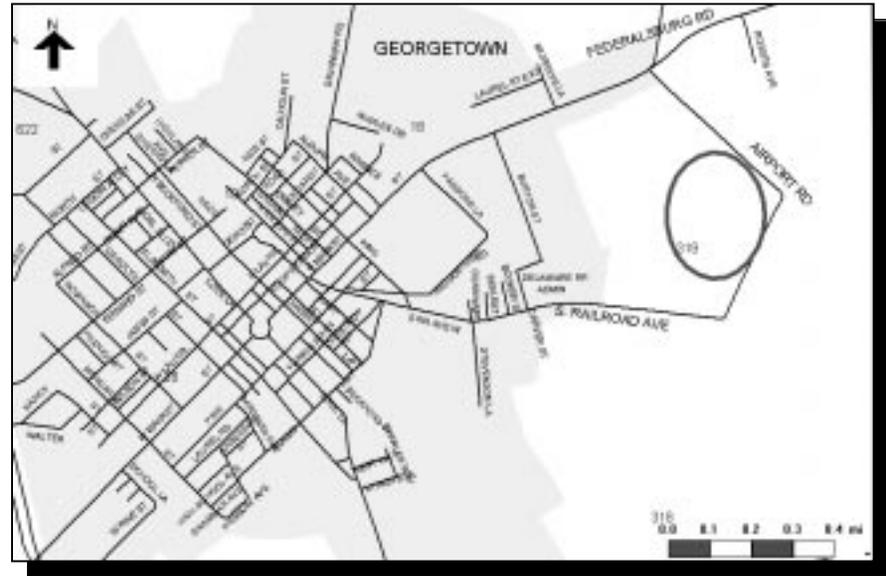
FUNDING	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
	TOTAL	PROJ TTF	TOTAL	PROJ TTF
100%ST	18,550		18,550	18,550

***All \$ X 1,000***

**SUSSEX COUNTY AVIATION**

**PROJECT SCOPE/DESCRIPTION:** Acquire additional acreage to extend runway and clear zone and perimeter access road; overlay runway to provide smooth surface for take off and landings; upgrade the taxiway lights and guidance signs and expand the paving apron.

**PROJECT JUSTIFICATION:** Runway improvements are necessary to meet FAA standards. Widening of the clear zone and upgrading the lights and signage improves the safety of this facility.



**County:** Sussex  
**Municipality:**  
**Program Category:** System Management  
**Representative District:** 41  
**Senatorial District:** 19

FMB ID OR PROJ#	INDIVIDUAL PROJECT SEGMENTS	FUNDING	PHASE	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF
	Perimeter Access Road	90% FAA	C	350	0		0
	Runway Rehabilitation	5% STATE	C	475			
	Apron Expansion	5% COUNTY	C	50			

*All \$ X 1,000*

***TRANSIT – BUS EQUIPMENT, TECHNOLOGY EQUIPMENT, SECURITY EQUIPMENT***

**PROJECT SCOPE/DESCRIPTION AND JUSTIFICATION:**

**BUS EQUIPMENT**

- 1) Mobile Video Surveillance Equipment for fixed route public transit and related monitoring equipment.
- 2) Voice enunciators to provide automated ADA required stop announcement on fixed route buses.
- 3) Automatic Hubometer – retrofit 138HD buses with automatic hub sensing devices to provide accurate mileage and consumable data, and reduce the probability of error in data input required to monitor vehicle performance of the transit fleet.
- 4) Farebox probes – Farebox probes for revenue tracking
- 5) Portable Vaults to improve security of revenue collection
- 6) Infrared passenger counters for fixed route buses to aid in evaluation and provide federal reporting data
- 7) Automatic fareboxes and related equipment to monitor ridership by fare category and issue fare instruments as well as upgrade software for existing fareboxes.
- 8) Simulators and related equipment for operator, dispatch and maintenance training including driver dispatch and manifest training as well as maintenance and service of on board systems.

**TRANSIT TECHNOLOGY EQUIPMENT**

- 1) Continuous efforts to create a unified Transportation Management Information System
- 2) Specify, purchase, and install equipment capable of sustaining an uninterrupted power supply (UPS) to both primary computer rooms.
- 3) Introduce file servers for sectional and corporate networking and warehousing of information.

**TRANSIT SECURITY AND SUPPORT EQUIPMENT**

- 1) Madison Street facility security cameras including initial system acquisition, installation of wiring, power units, monitors and support equipment.
- 2) Newark station security cameras including installation of wiring, power units and monitors.
- 3) Claymont station security cameras including installation of wiring, power units and monitors.

**County:** Statewide  
**Program Category:** System Management

**TRANSIT – BUS EQUIPMENT, TECHNOLOGY EQUIPMENT, SECURITY EQUIPMENT (CONTINUED)**

INDIVIDUAL PROJECT SEGMENTS	FUNDING	CURRENT		FY 2000	
		7/98-6/99 TOTAL	PROJ TTF	7/99-6/00 TOTAL	PROJ TTF
			0		328
<b>Bus Equipment</b>					
1) Mobile Video Surveillance Equipment	80% FTA	205			
2) Voice Enunciators	80% FTA	217			
3) Automatic Hubometer	80% FTA	56			
4) Farebox Probes	100% ST	30			
5) Portable Vault	100% ST	32			
6) Passenger Counters	100% ST	440			
7) Automated Fareboxes	80% FTA	1,408			
8) Operator/Maint. Training Equip. & Aids					
Simulator	100% ST	145			
Training Aids	80% FTA	75			
Testing Equipment	100% ST	100			
<b>Technology Equipment</b>					
1) MIS	100% ST			335	
2) UPS	100% ST	255			
3) Network	100% ST			530	
<b>Security Equipment</b>					
1) Madison Street	100% ST	20			
2) Newark Station	100% ST	10			
3) Claymont Station	100% ST			20	

*All \$ X 1,000*

**TRANSIT FACILITIES EXPANSION STATEWIDE**

**PROJECT SCOPE/DESCRIPTION AND JUSTIFICATION:**

- 1) Maintenance garage at Rehoboth Park and Ride capable of housing a vehicle lift for chassis maintenance on 30' buses.
- 2) Georgetown operations facility – design/construct a 3-bay facility for transit vehicle maintenance and offices for on site personnel. A separate building housing an automated bus wash will be constructed.
- 3) Dover operations center – a location has been selected for the Kent County transit operations center that will be located next to DelDOT’s Central District Highway Operations facility between US 13 and US113.
- 4) New Castle County Mid county facility – design and construction of an operations/maintenance facility for the Mid New Castle County area
- 5) Dover Transfer Center – Purchase the transit hub for the Dover Central Business District for existing fixed route transit service.

**County:** Statewide  
**Program Category:** System Expansion

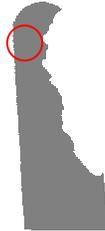
FMB ID OR PROJ#	INDIVIDUAL PROJECT SEGMENTS	FUNDING	TOTAL EST COST	PHASE	CURRENT 7/98-6/99 TOTAL	PROJ TTF	FY 2000 7/99-6/00 TOTAL	PROJ TTF
						0		9,348
97-502-06	1. Rehoboth Facilities Expansion	100% ST	165	PE/C	130		35	
	2. Georgetown Facility							
	Bus Wash	100% ST	26	PE	26			
97-502-05	Bus Wash	50% FTA	294	C			294	
	Georgetown Op’s Emergency	100% ST	30	C			30	
	3. Dover Center Facility							
	Special Equipment	100% ST	2,505	PRO	2,310		195	
	Design Construct	80% DISC FTA	6,294	PE/C	6,294			
	Design Construct	80% FTA	996	PE/C			996	
	Alternative Fuel	80% FTA	1,700	C				
	4. New Castle County – Mid County Facility Land Acquisition							
	Design	80% DISC FTA	790	PE	790			
	Site Development	80% FTA	865	C			865	
	Construction	100% ST	5,941	C			5,941	
	Special Equipment	100% ST	2,198	C			2,198	
	Alternative Fuel	80% FTA	2,060	C				
	6. DTC Transfer Center/Water Street	100% ST	785	PRO			785	
	7. Wilmington Operations Facility	80% FTA	744	PRO				
	Land Acquisition/Demolition		715	R/W/C	715			

**All \$ X 1,000**

**TRANSIT FACILITIES INTERMODAL RAIL PASSENGER TRANSFER FACILITIES, CHURCHMAN'S CROSSING**

**PROJECT SCOPE/DESCRIPTION:** This project will provide commuter rail service to the Churchman's Crossing area by constructing the necessary platform amenities and financing the upgrading and extension of Track A. The Department will upgrade the concrete ties between Newark and Wilmington to allow the commuter train and Metroliner to travel at the same time.

**PROJECT JUSTIFICATION:** Track A is needed to maintain the on time delivery of the commuter service to Wilmington and Philadelphia of the SEPTA line.



**County:** New Castle  
**Municipality:**  
**Program Category:** System Expansion  
**Representative District:** 3, 14, 16, 18, 24, 25  
**Senatorial District:** 3, 9, 10, 11, 13

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/98 - 6/99 TOTAL	PROJ TTF	FY 2000 7/99 - 6/00 TOTAL	PROJ TTF
	Churchman's Crossing Track Work & Platform	80% FHWA	9,800	C C	6,800	0	3,000	600
	Concrete Tie on Track 1 From Newark to Wilmington	80% FHWA	2,600	C	2,600			

*All \$ X 1,000*

**TRANSIT PASSENGER FACILITIES**

**PROJECT SCOPE/DESCRIPTION:**

- 1) Purchase and installation of bus stop pads, passenger shelters, associated lighting systems, benches, schedule display racks, trash receptacles and bus stop signs. Approximately 25 percent of the statewide transit system stops will receive upgrades annually. These upgrades will range from installation of new signs to lighted passenger shelters with related street furniture. All new stops and upgrades will be accessible in accordance with ADA standards.
- 2) Mobile Sales – to provide a convenient way for transit customers to obtain service and promote transit ridership

**PROJECT JUSTIFICATION:**

**County:** Statewide  
**Municipality:**  
**Program Category:** System Management  
**Representative District:**  
**Senatorial District:**

INDIVIDUAL PROJECT SEGMENTS	FUNDING	CURRENT 7/98-6/99 TOTAL	PROJ TTF	FY 2000 7/99-6/00 TOTAL	PROJ TTF
			0		295
1) Transit Bus Stop Improvements	100% ST	200		320	
2) Mobile Sales and Information Outlets	100% ST	35			

*All \$ X 1,000*

**TRANSIT VEHICLE EXPANSION**

**PROJECT SCOPE/DESCRIPTION:**

- 1) Medium Duty Buses – 7 Vehicles to be used in accordance with DTC’s vehicle replacement/expansion schedule for expanded service details in the Department-approved transit plan.
- 2) Paratransit expansion includes four additional paratransit buses in each year based upon current rate of growth and demand.
- 3) Support Vehicles – including utility and street supervision.
- 4) Transit video recorders and hard drive to be included in the acquisition of new vehicles.

**County:** Statewide

**Program Category:** System Expansion

INDIVIDUAL PROJECT SEGMENTS	FUNDING	CURRENT 7/98-6/99		FY 2000 7/99-6/00	
		TOTAL	PROJ TTF	TOTAL	PROJ TTF
1) Medium Duty Buses	80% A/C FTA	1,435			
Medium Duty Buses	100% ST	310			
2) Paratransit	80% FTA	205		240	
3) Support Vehicles	100% ST	30			
4) Support Vehicles	80% FTA	227			
5) Security Cameras Rec & Hard Drive	100%ST	100			
			414		48

*All \$ X 1,000*

**TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT**

**PROJECT SCOPE/DESCRIPTION AND JUSTIFICATION:**

- A. Medium Duty Buses – buses will be replaced in FY 2000 and FY 2002 according to the DTC replacement schedule. In FY 2002 (3) cut-away buses will be replaced by medium duty buses.
- B. FY 1999 will begin the contract for the purchase of 70 wheel-chair accessible buses a year.
- C. Intercity Buses – (7) replacement buses in FY 1999, and one bus in FY 2000.
- D. Paratransit Buses and Vans – purchase (6) replacements in FY 2000 for 1992 buses that were retained in FY 1998 to support new night and Saturday service in Kent and Sussex counties. Additional replacement in FY 2001 – 2005 each year
- E. Section 5310 – program funds buses for organizations to provide transportation for the elderly and disabled.
- F. Unicity buses – purchase one replacement bus biannually.
- G. Support vehicles – for street supervision, pickup trucks, snow plows, and sand spreaders
- H. Equipment and tools - replace support equipment for fixed route and demand response vehicle maintenance. Major equipment includes engine and transmission diagnostic equipment, engine service kits, tier maintenance equipment, spare transmissions, brake lathes, hydraulic dollies, transmission jack, jib crane, portable heaters and specialized tools required to maintain vehicle systems.

**County:** Statewide  
**Program Category:** System Preservation

INDIVIDUAL PROJECT SEGMENTS	FUNDING	CURRENT		FY 2000	
		7/98-6/99 TOTAL	PROJ TTF	7/99-6/00 TOTAL	PROJ TTF
			0		849
A. 30' Medium Duty Buses – 22 Buses	70% FTA	3,984			
30' Medium Duty Buses – Fixed Route – 5 Buses	80% FTA			1,000	
30' Medium Duty Buses – Fixed Route – 6 Buses	100% ST	1,188			
B. 40' Transit Buses	80% DISC/A/C FTA	8,500			
	80% FTA			1,375	
	100% ST	3,875			
C. Intercity Buses	100% ST	2,480		475	
D. Paratransit Buses	80% FTA	1,030		540	
E. Section 16B2 for Elderly & Handicapped	80% FTA	352		667	
F. Unicity Buses	100% ST			90	
G. Support Vehicles	80% FTA	385		378	
H. Transit Maintenance Equipment and Tools					
Maintenance Equipment and Tools	100%ST	104		122	

**All \$ X 1,000**

**US 40, MARYLAND LINE TO US 13, CORRIDOR IMPROVEMENTS**

**PROJECT SCOPE/DESCRIPTION:** Design and construct transportation improvements to address and accommodate 20 years of growth in this developing corridor. The projects will support a multi-modal transportation system to ensure that improvements address the needs of Route 40 and the communities that use it. A Public Steering Committee is providing the Department input to define and implement this program.

**PROJECT JUSTIFICATION:** Project area has minimal infrastructure to support various modes of transportation and manage congestion, and mobility in the area is limited because of need to use Route 40 and other major roads for many local and through trips.



**County:** New Castle  
**Program Category:** System Management  
**Representative District:** 15, 17, 24, 26, 27  
**Senatorial District:** 10, 11, 12, 13, 14

FMB ID OR PROJ#	INDIVIDUAL PROJECT SEGMENTS	FUNDING	PHASE	CURRENT		FY 2000	
				7/98-6/99 TOTAL	PROJ TTF	7/99-6/00 TOTAL	PROJ TTF
					0		1,347
	US 40 Maryland Line to US 13	80% FHWA/80% A/CFHWA	PE/R/W/C	70		3,100	
		100%ST	PE/R/W/C	800		1,900	
	Glasgow Elem School Access Road	80% FHWA	C	684			

*All \$ X 1,000*

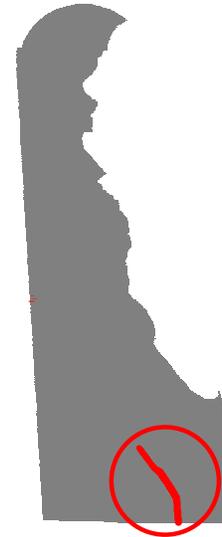
**US113, MD STATE LINE TO GEORGETOWN**

**PROJECT SCOPE/DESCRIPTION:** This project was split into three separate phases. US 113, North of Millsboro to S321 has been awarded and construction will start spring of 1999.

- A. US113 North of Dagsboro to North of Millsboro – will include resurfacing existing pavement, intersection, drainage improvements at SR 24, and safety improvements.
- B. US113, Maryland State Line to North of Dagsboro – will include resurfacing existing pavement, intersection, and drainage and safety improvements.

**PROJECT JUSTIFICATION:** Roadway over the entire distance needs to be replaced due to deteriorating pavement.

**County:** Sussex  
**Municipality:**  
**Program Category:** System Preservation  
**Representative District:** 38, 41  
**Senatorial District:** 20, 21



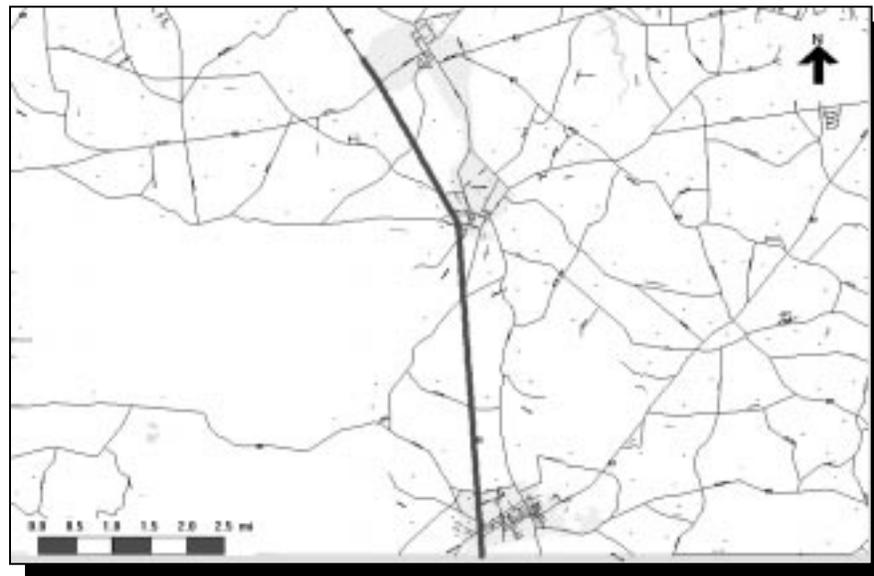
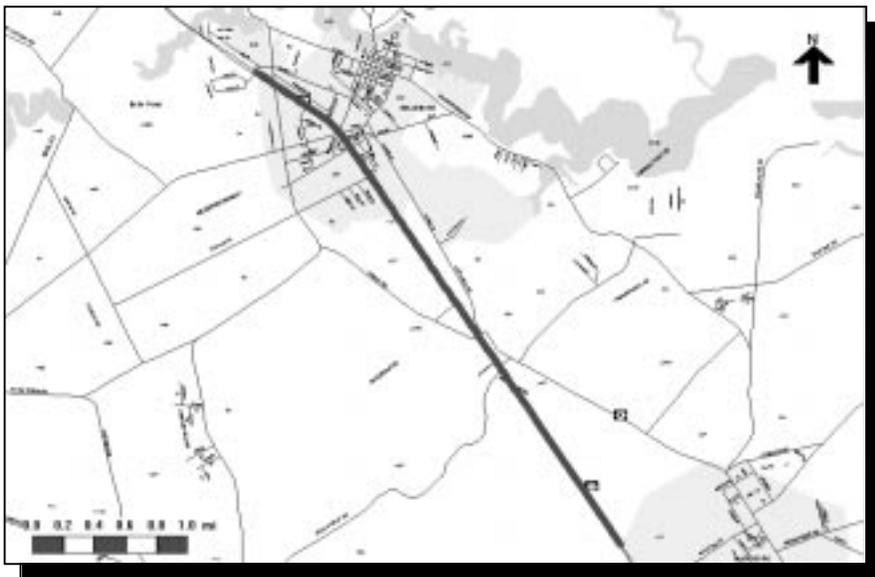
FMB ID OR PROJ#	INDIVIDUAL PROJECT SEGMENTS	FUNDING	PHASE	CURRENT 7/98-6/99 TOTAL	PROJ TTF	FY 2000 7/99-6/00 TOTAL	PROJ TTF
97-109-03	NORTH OF DAGSBORO TO NORTH OF MILLSBORO	80% A/C FHWA	C*		0		0
97-109-02	MD STATE LINE TO NORTH DAGSBORO	80% A/C FHWA	C*				

*All \$ X 1,000*

**US113, MD STATE LINE TO GEORGETOWN (CONTINUED)**

**A) US113 NORTH OF DAGSBORO TO NORTH OF MILLSBORO**

**B) US113, MD STATE LINE TO NORTH OF DAGSBORO**



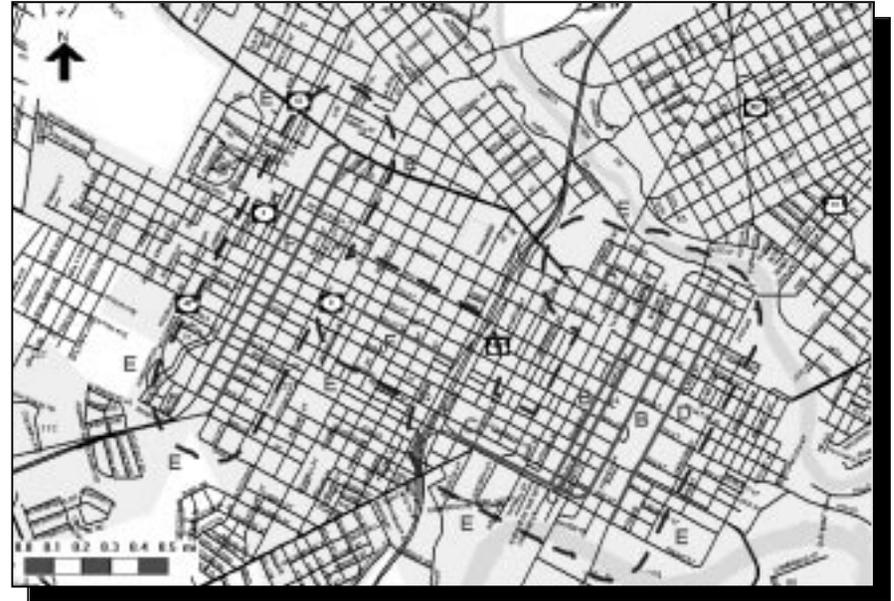
## ***WILMINGTON CITY TRAFFIC CALMING AND PEDESTRIAN/TRANSIT IMPROVEMENTS***

### **A. DELAWARE AVENUE/WASHINGTON STREET AREA GATEWAY IMPROVEMENTS**

**PROJECT SCOPE/DESCRIPTION:** Street directional changes, pedestrian and transit stop improvements within the general area the Delaware Avenue and Washington Street corridors. Delaware Avenue and Washington Street are major gateways to downtown Wilmington from the north and west, providing access to I-95 and serving several transit routes. The City of Wilmington will be designing the project.



**PROJECT JUSTIFICATION:** These projects: 1) improve the visual appearance of these gateways; 2) promote non-motorized and transit travel between nearby city neighborhoods and downtown employment centers; 3) improve vehicular and pedestrian safety; and 4) improve circulation along the Delaware Avenue/10th Street corridor, between I-95 and Rodney Square, the city's corporate center and the region's primary transit hub.



### **B. KING AND ORANGE STREETS, MARTIN LUTHER KING BOULEVARD TO 13TH STREET**

**PROJECT SCOPE/DESCRIPTION:** This project recognizes King and Orange Streets as important north/south transit corridors and provides environmental and pedestrian enhancements, including improved sidewalks and cartway, street scape, and transit stop facilities. The City of Wilmington will be designing the project.

**PROJECT JUSTIFICATION:** Orange and King Streets are both major transit gateways for downtown Wilmington; Orange Streets carries nearly 20% of the Region's transit trips, and it is estimated that approximately 800 bus trips per day travel on King Street. In addition, Wilmington's Citywide Environmental Enhancement Plan has targeted King Street for aesthetic and pedestrian improvements.

### **C. MARTIN LUTHER KING (MLK) BOULEVARD NORTH/SOUTH CONNECTIONS AND RELATED STREET SCAPE IMPROVEMENTS**

**PROJECT SCOPE/DESCRIPTION:** These projects serve to: 1) connect the downtown to the Christina Riverfront; re-connecting MLK and Second Street at West Street and Tatnall Street; 2) improve circulation by providing alternative routes to King and Walnut Streets as a means of accessing the downtown; and 3) provide environmental and pedestrian enhancements along the corridor which services three major gateways, including I-95, MLK Boulevard (SR 4), and US 13. The riverfront area is receiving significant state and regional investments in order to promote economic development along the Christina River. The City of Wilmington will be designing the project.

**PROJECT JUSTIFICATION:** These projects connect to programmed transportation improvements on South Madison Street and South West Street, and are supported by the recommendations which resulted from the MLK Boulevard Design Workshop. Finally, this project provides a more efficient use of Wilmington downtown transportation infrastructure by enhancing and reconnecting its grid system.

**WILMINGTON CITY TRAFFIC CALMING AND PEDESTRIAN/TRANSIT IMPROVEMENTS (CONTINUED)**

**D. WALNUT STREET GATEWAY IMPROVEMENTS**

**PROJECT SCOPE/DESCRIPTION:** Regularizes cartway and provides traffic calming features where necessary; provides pedestrian, transit and street scape improvements along Walnut Street, between MLK Boulevard and 16<sup>th</sup> Street. Walnut Street serves as the border between the downtown business district and the East side and Upper East side residential neighborhood. The design of these sidewalk improvements will be performed by the City of Wilmington.

**PROJECT JUSTIFICATION:** Walnut Street is a major transit gateway for downtown Wilmington. In addition, Wilmington’s City-wide Environmental Enhancement Plan has targeted Walnut Street for aesthetic and pedestrian improvements.

**E. TRAFFIC MITIGATION**

**PROJECT SCOPE/DESCRIPTION:** Sidewalks and traffic calming improvement are also planned along 11<sup>th</sup> Street from Walnut Street to Northeast Boulevard; Market Street from 7<sup>th</sup> Street to 11<sup>th</sup> Street; 4th Street from Franklin Street to Jackson Street; and Lincoln and Union Street from 4<sup>th</sup> Street to Pennsylvania Avenue. The design of these sidewalk improvements will be performed and paid by the City of Wilmington.

**F. SIGNALIZATION**

**PROJECT SCOPE/DESCRIPTION:** This project includes the upgrading of the existing traffic control system along major arterials with demand-activated, computer-controlled signals for improved circulation, as well as upgrading signals citywide with new stanchions and far-side signals to bring them to state-of-the-art levels for increased performance and safety. Signals will provide priority cycle for buses and pre-empt for emergency vehicles. The existing sidewalks will be modified to accommodate ADA requirements at signalized intersections.

**PROJECT JUSTIFICATION:** To improve traffic flow through synchronized signal system and to improve pedestrian movement along selected streets. The City of Wilmington will be designing the project.

**County:** New Castle  
**Municipality:** Wilmington  
**Program Category:** System Management  
**Representative District:** 1, 2, 3, 4, 5  
**Senatorial District:** 2, 3



**WILMINGTON CITY TRAFFIC CALMING AND PEDESTRIAN/TRANSIT IMPROVEMENTS (CONTINUED)**

FMB ID OR PROJ#	INDIVIDUAL PROJECT SEGMENTS	FUNDING	PHASE	CURRENT 7/98-6/99 TOTAL	PROJ TTF	FY 2000 7/99-6/00 TOTAL	PROJ TTF
99-011-03	Delaware Ave., 10 <sup>th</sup> St & Washington St	FHWA/OTHER	PE C	804	0	3,349	0
	King & Orange St, MLK Boulevard to 13 <sup>th</sup> St	OTHER 100% A/C FHWA	PE C*	728			
99-011-04	MLK Blvd. King St. to Maryland Ave.	FHWA/OTHER	PE C	1,080			
	Walnut Street, MLK and 16 <sup>th</sup>	OTHER 100% A/C FHWA	PE* C*	5,400			
	4 <sup>TH</sup> St, Franklin St to Jackson St	FHWA/OTHER	PE/C			800	
	Market St, 7 <sup>th</sup> to 11 <sup>th</sup> Streets	FHWA/OTHER	PE/C			1,800	
99-011-01	Union St/Lincoln St, 4 <sup>th</sup> St to Penn Ave	FHWA/OTHER	PE/C	1,820			
99-011-02	11 <sup>th</sup> St, Walnut St. to Northeast Blvd.	FHWA/OTHER	PE/C	1,500			
94-098-07	Signalization	100% FHWA	PE/C	5,338			

*All \$ X 1,000*

**WILMINGTON RIVERFRONT / TRANSIT CENTER**

**PROJECT SCOPE/DESCRIPTION:**

- A. **South Madison Street/West Street Connector Extension** - The goal of this project is to provide better access into Frawley Stadium and the interstate, as well as, provide the infrastructure to support the redevelopment of the Christina Riverfront. Two lanes heading south on Madison Street will be provided with a new three-lane roadway (two) heading north that will intersect with Martin Luther King Boulevard along West Street. These improvements have been coordinated through a Community Advisory Committee and public workshops. This will involve impacts to some businesses and require some relocations.
- B. **Wilmington Transit Center** – Design of the third phase of the Wilmington Transit Center. The City of Wilmington will be hiring the design consultant.
- C. **Wilmington Riverwalk from Market Street to Wilmington Rowing Club** – The goal of this project is to provide pedestrian access from the new Riverfront Park near Market Street to the vicinity of the Wilmington Rowing Club present location. The walkway will be designed to follow the Christina River’s northern bank between those two points.
- D. **Wilmington Riverwalk from Wilmington Rowing Club to Urban Wildlife Refuge** – The goal of this project is to provide pedestrian access from the Wilmington Rowing Club’s present location to the Urban Wildlife Refuge. The walkway will follow along the Christina River’s northern bank.



**PROJECT JUSTIFICATION:** The success of Wilmington’s redevelopment of this area depends on intermodal transportation improvements. The riverwalk provides a critical pedestrian link from the Wilmington Transit Center and Riverfront Park to the riverfront attractions such as Frawley Stadium, the Arts Center, Ship Yard Shops, restaurants and entertainment.

**County:** New Castle  
**Municipality:** Wilmington  
**Program Category:** System Management  
**Representative District:** 3  
**Senatorial District:** 3, 13



**WILMINGTON RIVERFRONT / TRANSIT CENTER (CONTINUED)**



FMB ID OR PROJ#	INDIVIDUAL PROJECT SEGMENTS	PHASE	FUNDING	CURRENT 7/98-6/99 TOTAL	PROJ TTF	FY 2000 7/99-6/00 TOTAL	PROJ TTF
96-121-02	Wilmington Riverfront				0		10,916
	A. South Madison St Imp	C	100%ST	1,254			
	B. Wilmington Transit Center	PE	59% FHWA/OTHER	730			
		ENV/R/W	100%ST	850			
	C. West St Connector Ext	PE	100%ST	940			
		ENV	100%ST	700			
		R/W	100%ST			600	
		C	100%ST			1,750	
	D. Riverwalk – Market St. to Wilm Rowing Club	PE	100%ST	810			
		C	100%ST			4,680	
	Wilmington Rowing Club to Urban Wildlife Refuge Area	PE	100%ST	700			
		R/W	100%ST	100			
		C	100% ST			4,200	

**All \$ X 1,000**

## TRANSPORTATION

55-00-00

*commuter services along existing corridors or transit routes, such as park and ride lots to avoid the necessity of installation of traffic control devices; corridor preservation techniques to avoid the necessity of installation of traffic control devices; corridor pedestrian/bikeways; retrofitting existing travelways to attain minimum standards' Transportation Enhancements program (program funded through ISTEA); and major technology enhancements (vehicle video security, ticket vending machines, voice bus stop announcements system; and IVHS implementation).*

### 4. System Expansion (77/00)

**\$20,674,000**

#### PROJECT DESCRIPTION AND JUSTIFICATION

*These projects provide new service or expanded services, infrastructure or facilities to address increased transportation capacity. Activities would include, but are not limited to: new and expanded transit services, including fleet (and corresponding equipment for the fleet); increases for new transit routes or increased schedules on existing routes; increased capacity in rail and/or highway corridors, including new travel lanes, rail service expansion, additional or expanded rail stations, construction of new travel corridors; additional capacity improvements to existing travelways (added travel lanes, including widening of bridges for added capacity); major facility improvements (maintenance, administration and operating facilities or buildings, etc.); new or expanded intermodal terminals, centers or facilities; and new or reconstruction of existing facilities for multimodal centers.*

### 5. Engineering and Contingencies (57/00)

**\$4,800,000**

#### PROJECT DESCRIPTION AND JUSTIFICATION

*Funding will provide the match for the federal highway planning and research apportionment. DelDOT is required to conduct this program in order to be eligible to receive federal aid for highways and transit. It also covers the costs of the design and construction programs that are not project specific or covered in the general fund budget such as surveying equipment, computer-aided design and other computer costs. Contractor claims are also paid from this fund.*

**TRANSPORTATION**  
**55-00-00**

**6. Suburban Streets and Miscellaneous Drainage (56/00) \$18,550,000**

**PROJECT DESCRIPTION AND JUSTIFICATION**

*Funding is for the General Assembly to improve the 944 miles of suburban streets and other miscellaneous improvements.*

**7. Municipal Street Aid (71/00): \$ 5,000,000**

**PROJECT DESCRIPTION AND JUSTIFICATION**

*State funding paid to the municipalities for drainage work and/or repair, reconstruction, rehabilitation and repaving of the streets or other transportation related expenses under the responsibility of the municipalities.*

**N/A Reserve Account (71/00) \$ 1,660,000**

**PROJECT DESCRIPTION AND JUSTIFICATION**

*Funding will be used for bond issuance costs and necessary reserves.*

# TRANSPORTATION

## 55-00-00

*All \$ X 1,000*

<b>SYSTEM PRESERVATION</b>	<b>ACTIVITY**</b>	<b>FUND</b>	<b>TOTAL COST</b>
Bridge Preservation Program	Co	St/Fed	13,711
BR 1B on Kennett Pike over Railroad, East of SR141	R/W	St	50
BR 4A, on US 13A, at Derby Pond, South of Camden	Co	Fed	702
BR 5C, 5D on US 13 over Murderkill River, South of Felton	R/W, Co	St/Fed	684
BR 9 on Smith's Branch Rd. (N221) over Brandywine Creek	R/W, Co	St/Fed	342
BR 66 on Brecks Lane, North of Wilmington	R/W, Co	St/Fed	175
BR 67C on Road 67 over Little River, East of Dover	R/W, Co	St/Fed	429
BR 74C on Darley Road over Railroad	R/W	St	5
BR 75 over Montchannin Road (SR100)	R/W, Co	St/Fed	262
BR 86A on Savannah Road (486) over Muddy Branch, SE of Leipsic	R/W, Co	St/Fed	1,286
BR 89 on Snuff Mill Road	R/W	St	20
BR112 on SR404 over Marshy Hope Creek, NW of Bridgeville	R/W, Co	St/Fed	455
BR144S on US 13 over Art Branch, South of Greenwood	R/W, Co	St/Fed	290
BR151 on New Road, Elsmere	R/W, Co	St/Fed	283
BR158 on SR 4 over Hershey Run	R/W	St	20
BR162 on Newport Gap Pike (SR141) over Hyde Run	R/W, Co	St/Fed	355
BR208B on Mahan Corner Road (K208)	Co	Fed	402
BR211A, Still Road over Choptank River, S. of Marydel	Co	Fed	528
BR217 on Thompson Road over White Clay Tributary	R/W, Co	St/Fed	411
BR227 on Wesley Church Rd over Bucks Creek Tributary	R/W	St	10
BR348A, on Postles Corner Road, North East of DAFB	PE, R/W, Co	St/Fed	295
BR526 and 527 on S326 at Betts Pond, Millsboro	R/W	St	20
BR534 and BR535 on Ramsey Road, over Brandywine Creek	Co	Fed	469
BR575 on Market Street Bridge over Brandywine River	R/W	St	10
BR591 on Phillips Hill Rd. over Sunset Branch, West of Millsboro	R/W, Co	St/Fed	281
BR599 on Benge Road over Small Creek	R/W	St	10
BR680 on SR141 over US 13	R/W	St	150
BR715B Ramp B on SR273 over I-95	Co	Fed	1,500
BR745 on I-95 over Conrail	R/W	St	10
BR759 on I-95 over Brandywine River	R/W	St	10
Dirt Roads	PE, Co	St	1,000
Environmental improvements		St	800
Equipment replacement	Pro	St	7,922
Grubb Road (N209), Naaman's to Sconset Drive	R/W	St	210
I-95 Wilmington Viaduct, BR748N and BR748S	Co	Fed	29,250
I-95, Wilmington Viaduct to PA Line	PE, Co, Tr	St/Fed	43,076
Materials and minor contracts for infrastructure preservation	PE, Co	St	450
Operations facility improvements	PE, Co	St	4,244
Other system preservation projects		St	1,950
Pavement rehabilitation	PE, Co	St/Fed	12,000
Pavement resurfacings	PE, Co	St	22,000
Rail preservation	PE, Co	St	1,847
Safety, Upper Pike Creek Road slope stabilization	Co	Fed	1,500
Transit vehicle replacement and refurbishment	Pro	Fed/St	4,647
<b>New TTF Authorization Needed</b>			<b>66,139</b>
FHWA Authorization			21,994
FHWA Advanced Construction			2,903
FHWA Discretionary			32,700
FTA Authorization			3,408
FTA Discretionary			1,000
FAA Authorization			0
Other \$			0

# TRANSPORTATION

## 55-00-00

<b>SYSTEM MANAGEMENT</b>	<b>ACTIVITY</b>	<b>FUND</b>	<b>TOTAL COST</b>
Churchman's Crossing corridor improvements	Pro, PE, Co	St./Fed	6,200
Corridor Preservation & Advanced R/W Acquisition	R/W	St/Fed	5,100
Integrated Transportation Management Systems	PE, Co	St/Fed	17,481
Lancaster Pike and Brackenville Road intersection improvements	R/W, Co	St/Fed	2,853
Lancaster Pike, Loveville Road to Hickory Spring Road	R/W	St	100
Mill Creek Road (N282), McKennans Church Road to SR 41	Co	St	420
Non-motorized transportation projects	R/W, PE, Co	Fed	1,453
Other system management projects	R/W, PE, Co	Fed	1,458
Porter Road, SR896 to US 40	Co	Fed	4,795
Safety, Brackenville Road, SR 48 to Barley Mill Road	LOC, PE	St	927
Safety, Casho Mill Road Underpass Improvements, Newark	Co	Fed	394
Safety, Governor's Avenue, Webbs Lane to Water St.	PE	St	700
Safety, Intersection improvements & transportation enhance.		St/Fed	4,975
Safety, McKee and Denny's Road intersection	Co	Fed	415
Safety, North St, Mifflin Rd to West St, Dover	R/W	St	320
Safety, rail crossing, SR 4, West of SR 72	PE	St	30
Safety, rail crossing, US 13, South of Harrington	PE	St	33
Safety, rail crossing, US 40, East of SR 72	Co	Fed	350
Safety, rail crossing, US 113, Milford	Co	Fed	537
Safety, SR 26 & SR 17 intersection improvements	PE, R/W, Co	Other/Fed	587
Safety, SR 273, SR 72, SR 2, Newark Intersection Improvements	R/W, Co	St/Fed	831
Safety, S246 and S244 intersection improve., NE of Georgetown	Co	St	100
Safety, US 13, Dover, River Rd to Court St, Dover	Co	Fed	323
SR 54, S 58C to ditch between Little Assawoman Bay and Assawoman Bay, Fenwick Island	ENV, Co	St/Fed	13,000
Transit bus equipment, technology equip., security equip.	Pro	St	885
Transit passenger facilities	PE, Co	St	320
US 40 Maryland Line to US 13, corridor improvements	R/W, PE, Co	St/Fed	5,000
Walker Rd, Kenton Rd to Saulsbury Rd	PE	St	461
Wilmington city traffic calming & ped/transit	PE, Co	Fed	5,949
Wilmington riverfront	R/W, Co	St	11,230
<b>New TTF Authorization Needed</b>			<b>38,162</b>
FHWA Authorization			28,999
FHWA Advanced Construction			6,307
FHWA Discretionary			0
FTA Authorization			0
FTA Discretionary			0
FAA Authorization			0
Other \$			205
<b>SYSTEM EXPANSION</b>			
Churchman's Crossing capacity improvement	R/W, Co	St/Fed	9,200
Governor Printz to Philadelphia Pike Connector	Co	Fed	2,715
Other system expansion project	PE, Co	Fed/St	1,636
Scarborough Access Road, Dover	PE	St	250
SR 1, Corridor Capacity Preservation Impmts., Sussex Co	R/W, Co	St/Fed	166
SR 1, South of Dover to Chesapeake & Delaware Canal	ENV, PE, Co	St/Fed	52,065
SR141, Kennett Pike to US202	PE	Fed	380
Transit facilities expansion – statewide	PE, Co, Pro	St/Fed	11,339
Transit facilities – intermodal rail passenger	PE/Co	Fed	3,000
Transit vehicle expansion	Pro	Fed	240

**TRANSPORTATION**  
**55-00-00**

	<b>TOTAL COST</b>
<b>New TTF Authorization Needed</b>	<b>20,674</b>
FHWA Authorization	17,901
FHWA Advanced Construction	25,259
FHWA Discretionary	0
FTA Authorization	1,828
FTA Discretionary	0
FAA Authorization	0
<b>ENGINEERING AND CONTINGENCIES</b>	<b>4,800</b>
<b>SUBURBAN STREET FUNDING</b>	<b>18,550</b>
<b>MUNICIPAL STREET AID</b>	<b>5,000</b>
<b>NEW PROGRAM AUTHORIZATION NEEDED</b>	<b>156,325</b>
<b>RESERVE ACCOUNT</b>	<b>1,660</b>
<b>TOTAL NEW CAPITAL (TTF) AUTHORIZATION NEEDED</b>	<b>157,985</b>

\*\* ABBREVIATIONS NOTE:

Co (Construction)	PE (Preliminary Engineering)
Pro (Procurement)	R/W (Right-of-Way)
Env (Environmental)	Tr (Traffic)