Transportation
(55-00-00)

Project Summary Chart

Project Name	$ Prior to FY 2000	FY 2000	FY 2001 Request	FY 2001 Recommended	FY 2002 Request	FY 2003 Request
	STATE CAPITAL FUNDS					
1. Program Development	$ 3,000,000	$ 3,000,000	$ 3,350,000	$ 3,350,000		
2. System Preservation	57,970,000 *	66,542,000	79,979,000	79,979,000		
3. System Management	18,163,000 *	32,695,000	36,920,000	36,920,000		
4. System Expansion	16,351,000 *	39,454,000	34,425,000	34,425,000		
5. Engineering and Contingencies	13,600,000 *	7,680,000	7,328,000	7,328,000		
6. Suburban Streets/Misc. Draingage	20,100,000 *	20,100,000	18,550,000	18,550,000		
7. Municipal Street Aid	5,000,000 *	6,000,000	6,000,000	6,000,000		
N/A Reserve Account		1,660,000	4,426,000	4,426,000		
TOTAL	**$ 134,184,000**	**$ 176,131,000**	**$ 190,978,000**	**$ 190,978,000**		

*Due to the on-going basis of these appropriations, only the FY 1999 appropriation is reflected.

TRANSPORTATION
55-00-00

1. Program Development (74/00) $3,350,000

PROJECT DESCRIPTION AND JUSTIFICATION

Funding is requested to continue efforts to identify and define transportation needs and develop transportation solutions to meet those needs. This would include area studies, travel demand modeling, feasibility studies, alternate mode and alternate analysis, and location and environmental studies.

For Fiscal Year 2001, funding is requested for corridor improvement studies in and around the following areas:

- *Seaford, Harrington and Camden bypasses*
- *SR 141 from Kirkwood Highway (SR 2) to Lancaster Pike (SR 48)*
- *Northwest Front Street, Milford, and Carter Road Extension, Smyrna*
- *Sussex East/West Corridor Routes (SR 5, 9,16,18,20,24,54) – addition of shoulders and left turn lanes*
- *For Fiscal Year 2001, funding is requested for corridor capacity measures to preserve existing capacity and reduce the need to replace the following facilities on new alignments:*
- *US 13, Maryland State Line to SR 10*
- *SR 1, South of Lewes to Dover*
- *US 113, Maryland State Line to Milford*
- *SR 48, Hercules Road to SR41*

2. System Preservation (75/00) $79,979,000

PROJECT DESCRIPTION AND JUSTIFICATION

For Fiscal Year 2001, funding is requested for replacing heavy equipment and vehicles; bridge repair/rehabilitation/replacement; pavement resurfacing, rehabilitation, and reconstruction (to preserve pavement life); surface treatment of dirt roads: rehabilitation of existing DelDOT support facilities; and other major maintenance or reconstruction activities to maintain the existing transportation network in a good state of repair. Among the most significant projects recommended for Fiscal Year 2001 are:

- continuing the program to rehabilitate bridges at the rate of 120 every six years;

- I-95 – Wilmington Viaduct rehabilitation;

- continuing the enhanced paving and pavement rehabilitation program begun in FY 1998 to support reaching the Department's goal of 85% pavements rated good/excellent by the end of CY 2001;

- conversion of tar and chip roads to hot mix or hard surface roads in Kent and Sussex counties and completion of the dirt road program.

3. System Management (76/00) $36,920,00

PROJECT DESCRIPTION AND JUSTIFICATION

Funding is requested for infrastructure investments including adding turn and acceleration and deceleration lanes; making safety improvements to intersections and travelways in response to actual accident histories or the identification of hazards; improved commuter services along existing corridors or transit routes such as park and ride lots; corridor preservation purchases to preclude erosion of existing roadway capacities; installing traffic control devices; pedestrian/bikeways; retrofitting existing travelways to meet revised or minimum standards of construction, functionality, or safety; Transportation Enhancements program (program funded as a condition of federal aid through TEA-21) to address non-traditional transportation improvements; and major technology enhancements such as vehicle video security, ticket vending machines, voice bus stop announcement system; variable message signs, and global positioning for vehicles. For Fiscal Year 2001, recommended projects include:

- the third year of dedicated funding for Intelligent Transportation Management System (ITMS) components, adaptive signal and "smart" communications systems along selected corridors statewide; traffic management; radio communication improvements for DelDOT vehicles;

- continuing support for Churchman's Crossing multi-modal improvements; with construction of sidewalks, bike paths, increased transit services, implementation of ITMS components, and greenway improvements;

- US 40 corridor improvements including construction of multi-modal improvements including Church Road and Eden Square connector improvements;

- corridor preservation advanced acquisition of rights of way for US 13, US 113, SR 48, SR 1, (South of Dover) and US 301;

- *construction of the West Street Connector extension and the final phase of the Wilmington Riverwalk from south of the Shipyard Shops to the Russell W. Peterson Wildlife Preserve, along the Christiana River;*

- *streetscape improvements in Wilmington along King and Orange Streets and Delaware Avenue;*

- *safety improvements in Dover on North Street from Mifflin Road to West Street;*

- *implementation of SR 1 grid improvements, as the first phase of the study is completed; and*

- *design work on SR 26 west of Assawoman Canal to US 113.*

4. System Expansion (77/00) $34,425,000

PROJECT DESCRIPTION AND JUSTIFICATION

System Expansion involves increasing capacity to the existing transportation network according to the growth strategies outlined in the Long Range Plan for Transportation. Projects include rolling stock (and related parts/ equipment/facilities) to support new or expanded transit services; increased capacity within highway corridors, including new travel lanes along an existing corridor or new roadways/bridges along a new corridor; new or expanded intermodal terminals, centers or facilities; and new facilities for multimodal centers. For Fiscal Year 2001 significant recommended projects include:

- *design and right of way acquisition to begin additional improvements in the SR141 and US202 area as part of the State's economic development strategy to expand the employment base associated with the current major employers (DuPont and Astra/Zeneca) located in this area;*

- *construction of a new bridge on Churchman's Road over I-95;*

- *construction of Delaware Transit Corporation's mid-New Castle County transit support facility;*

- *completing construction of on/off ramps at SR 7 and Newtowne Road at SR 1 in cooperation with First USA;*

- *beginning construction of the final phase of SR 1 from Townsend to South of Odessa; and*

- *construction of SR 30 extension to SR 1, Business south of Milford.*

5. Engineering and Contingencies (57/00) $7,328,000

PROJECT DESCRIPTION AND JUSTIFICATION

Funding is requested to serve a number of general purposes: 1) providing the state match for the federal highway planning and research apportionment; 2) contingency for project-related expenses that cannot be absorbed within project accounts and project contingencies; 3) contractor claims; and 4) continuation of the department-wide effort to migrate from the current mainframe based information system to a client-server based information system.

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

PROJECT DESCRIPTION AND JUSTIFICATION

Funding is for the General Assembly to improve the approximately 1000 miles of suburban streets and other miscellaneous improvements.

7. Municipal Street Aid (71/00): $ 6,000,000

PROJECT DESCRIPTION AND JUSTIFICATION

Funding is requested to aid municipalities for the cost of roadway maintenance. This includes drainage improvements; reconstruction, rehabilitation and re-paving of streets; or other transportation related expenses for which they bear full maintenance responsibility. The funding level for each municipality is based on population and the amount of road miles each municipality maintains.

N/A Reserve Account (71/00) $ 4,426,000

PROJECT DESCRIPTION AND JUSTIFICATION

Funding is requested for bond issuance costs and necessary reserves.

TRANSPORTATION
55-00-00

Title	Activity	Fund	Total Cost	State $ Auth.
PROGRAM DEVELOPMENT				
TTF Authorization Needed			7,120	**3,350**
FHWA Authorization				1,856
FTA Authorization				290
SYSTEM PRESERVATION				
Bridge Preservation Program	Co	St/Fed	12,308	6,140
BR 1B on Kennett Pike Over Railroad, East of SR141	Co	Fed	429	86
BR 26 on Foulk Road Over Naaman's Creek	Co	Fed	367	73
BR 74C on Darley Road Over Railroad	Co	Fed	112	22
BR 88, Snuff Mill Road Over Naaman's Creek	Co	Fed	300	60
BR 89 on Snuff Mill Road	Co	Fed	242	48
BR 119 on SR 82 Over Red Clay Creek	Co	Fed	244	49
BR 127 on Sharpless Road Over Red Clay Creek	Co	Fed	497	99
BR 140 on Tuckers Road (S597) Over St. Johnstown Ditch	Co	St	348	348
BR 156A on K156 Over Fork Branch	Co	Fed	173	34
BR 158 on SR 4 Over Hershey Run	Co	Fed	881	176
BR 174 on Hillside Road Over Red Clay Creek Tributary	Co	Fed	228	46
BR 227 on Wesley Church Road Over Tributary of Buckes Creek	Co	St	395	395
BR 245 on Harmony Road Over Amtrak	Co	St	720	720
BR 358W on Pulaski Highway (US 40) Over Belltown Run	Co	St	402	402
BR 375 on Buck Jersey Road (N403) at Lums Pond State Park	Co	St	181	181
BR 376 on Fenwick Road Over Polly Branch Tributary	Co	St	107	107
BR 377 on Chaptank Road (N435) Over Back Creek	Co	Fed	588	118
BR 407A at Silver Lake	Co	St	273	273
BR 463 on N 30 Over Corks Point Ditch	Co	St	435	435
BR 463 on S396 Over Grey's Creek	Co	Fed	394	79
BR 526 and 527 on S326 at Betts Pond	Co	St	628	628
BR 586 on SR 26 Over Pocomoke River, North of Gumboro	Co	St	344	344
BR 656 on Racoon Ditch Road Over New Ditch	Co	Fed	337	67
BR 661A on N 34 Over Army Creek	Co	St	187	187
BR 686 on Piglet Path (S522) Over Georgetown Vaughn Ditch	Co	St	217	217
BR 745 on I-96 Over Conrail	Co	Fed	1,500	150
BR 759 on I-95 Over Brandywine River	Co	Fed	2,000	200
Dirt Roads – Surface Treatment	PE, Co	St	1,800	1,800
Environmental Improvements		St	800	800
Equipment Replacement	Pro	St	9,478	9,478
Grubb/Harvey Road (N209), Naaman's to Sconset Drive	PE	St	100	78
I-95, Wilmington Viaduct, BR 748N and BR 748S	Co	Fed	27,000	2,447
I-95, Wilmington Viaduct to PA Line	PE, Co, Tr, RW	St/Fed	15,301	6,345
Materials and Minor Contracts for Infrastructure Preservation		St	550	550
Operations Facility Improvements	Co	St	3,895	3,895
Other System Preservation Projects		St/Fed	2,780	780
Pavement Rehabilitation	PE, Co	St/Fed	11,180	3,500
Pavement Resurfacings (including surface treatment conversion)	PE, Co	St/Fed	27,000	27,000
Rail Preservation	PE, Co	St	2,573	2,573
SR 141, Basin Road SR273 to Burnside Boulevard – SR273 to Jay Drive	PE	St	180	134
Transit Vehicle Replacement and Refurbishment	Pro	St/Fed	10,839	6,935

Title	Activity	Fund	Total Cost	State $ Auth.
US113, to Georgetown – N. of Dagsboro to N. of Millsboro	Co	Fed	9,900	1,980
TTF Authorization Needed				**79,979**
FHWA Authorization				30,673
FHWA Advanced Construction				7,181
FHWA Discretionary				12,000
FTA Authorization				267
FTA Advanced Construction				3,621
FTA Discretionary				0
FAA Authorization				0
Other $				0
SYSTEM MANAGEMENT				
Choptank Road, N 15 to N455, Roadway Reconstruction	Env, PE	St	620	620
Churchman's Crossing Corridor	PE, Co, TR	St./Fed	8,000	2,560
Corridor Preservation & Advanced R/W Acquisition	R/W	St	5,100	5,100
Electronic Toll Collection Capability	Co	Fed	2,004	341
Elkton, New London Roads, Main St – Newark Improvements	R/W	St	70	54
Harrington Bypass	PE	St	100	100
Hockessin Boulevard	PE	St	500	500
Integrated Transportation Management Systems	PE, Co	Fed	8,550	1,661
Intermodal/Multimodal Transportation Improvements	PE, Co	Fed	1,830	668
Lancaster Pike, Loveville Road to Hickory Spring Road	Co	Fed	2,850	570
Other System Management Projects		St/Fed	2,920	1,400
Reybold Road From SR 72 to Salem Church Road	PE	St	60	60
Safety, Forest Avenue/Kenton Road	PE	St	10	10
Safety, Kirkwood Highway, SR141 to SR100, Elsmere	Co	Fed	8,405	1,655
Safety, Intersection Improvements & Transportation Enhance.		St/Fed	6,210	1,274
Safety, Northeast Boulevard, 12th Street to Clifton Drive	Co, LANSC	St/Fed	2,582	412
Safety, North St, Mifflin Rd to West St, Dover	LANSC, Co	St	2,952	2,952
Safety, SR 24 and SR 5, Long Neck Road, Intersection Improvements	R/W	St	168	0
Safety, SR 26, Assawoman Bay to US113, Alt. Route, Omar/Windmill Rd.	PE	St	1,250	1,250
Safety, SR 273, SR 72, SR 2, Newark Intersection Improvements	R/W, LANSC, Co	St/Fed	871	134
Safety, West Railroad Ave/Camden Wyoming Ave. to	PE	St	72	72
Southern New Castle County	PE	St	4,380	4,380
SR 1, Grid Improvements, Rehoboth Avenue to Five Points		St	2,000	2,000
SR 273, I-95 to Ogletown	PE	St	363	363
Sussex County Aviation	Co	St	350	0
Sussex East/West Corridor Route Improvements	PE	St	2,000	2,000
Transit Passenger Facilities		St	1,000	1,000
US 40 Maryland Line to US 13, Corridor Improvements	R/W, PE, Co	St/Fed	8,000	3,200
Wilmington City Traffic Calming & Ped/Transit	PE, Co	Other/Fed	10,644	0
Wilmington Riverfront	R/W,Env, Co	St	2,805	2,584
TTF Authorization Needed				**36,920**
FHWA Authorization				40,189
FHWA Advanced Construction				5,164

TRANSPORTATION
55-00-00

Title	Activity	Fund	Total Cost	State $ Auth.
FHWA Discretionary				0
FTA Authorization				0
FTA Advanced Construction				0
FTA Discretionary				0
FAA Authorization				315
Other $				678
SYSTEM EXPANSION				
Churchman's Crossing Capacity Improvement	Co	Fed	9,000	1,464
Churchman's Crossing Transit Facilities	Co	St	30	0
Other System Expansion Project		St/Fed	3,700	2,100
SR 1, Corridor Capacity Improvements, Sussex Co	Co	St	3,031	581
SR 1, N. of Smyrna to S. of Odessa	Co	St/Fed	30,953	5,662
SR 7 Improvements/US40 (Including Newtowne Road)	R/W, Co, PE	St/Other	4,950	2,950
SR141, Kennett Pike to US202	PE, R/W, Co	St/Fed	17,769	17,428
Transit Facilities Expansion	PE, Co, Pro	St/Fed	11,365	3,237
Transit Vehicle Expansion		St/Fed	1,280	1,003
Wilmington Transit Connector		Fed/Other	2,500	0
TTF Authorization Needed				**34,425**
FHWA Authorization				5,475
FHWA Advanced Construction				22,037
FHWA Discretionary				0
FTA Authorization				277
FTA Advanced Construction				0
FTA Discretionary				2,000
FAA Authorization				0
Other $				2,500
ENGINEERING AND CONTINGENCIES				**7,328**
SUBURBAN STREETS				**18,550**
MUNICIPAL STREET AID				**6,000**
NEW PROGRAM AUTHORIZATION NEEDED				**186,552**
RESERVE ACCOUNT				**4,426**
TOTAL NEW CAPITAL (TTF) AUTHORIZATION NEEDED				**190,978**

ABBREVIATIONS NOTE:

Co (Construction)	PE (Preliminary Engineering)
Pro (Procurement)	R/W (Right of Way)
Env (Environmental)	Tr (Traffic)
Plan (Planning)	LANSC (Landscaping)

HELPFUL HINTS FOR READING CHART

Est. Cost to Complete in Today's $ - indicates the current estimated cost by phase. For System Expansion Projects, this number can vary in the years FY 2001 and beyond due to inflationary factors added to the estimate.

Estimates for each fiscal year – PE, ENV, R/W is scheduled for the Current Year (FY 2000) for Project and Construction in FY 2000.

PROJ TTF – State Funding needed to complete projects listed for each year – usually total amount of estimate X % of State funding.

Individual Project Segments if more than one project has been initiated for an individual area.

INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		2,560
Churchmans Crossing Imp's	80% FHWA	13,639	PE/C	2,504		335	
	100% ST	6,634	PE/C	2,274		88	
Sidewalks/Bicycle Path/Greenways	100% ST	1,350	PE	450		450	
	80% FHWA	8,153	C	2,153		3,000	
Enhance Transit Service	100% ST	450	PRO	450			
ITMS	100% ST	300	PE			150	
	80% FHWA	2,000	C			1,000	
Intersections							
A. SR 2/SR 7	100% ST	90	PE	90			
	80% FHWA	1,200	C			600	
B. SR 4/SR 7	100% ST	60	PE	60			
	80% FHWA	340	C			340	
C. SR 7/SR273	100% ST	125	PE	125			
	80% FHWA	725	C	725			
D. SR273/Harmony Road	100% ST	95	* PE				
	80% FHWA	700	* C				

Funding Source for each project phase – usually either State (ST) or Federal (FHWA) – along with pro rata share of each funding source

Phase – Design (PE), Right of Way Acquisition (R/W) and Construction © scheduled fiscal year.
* Activity scheduled in later years.

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. The overall goal is for 120 structurally deficient bridges to be reconstructed/rehabilitated over the six-year period. As individual bridge projects are identified, they will be listed as separate projects in the CIP and funds will be deducted from this program.

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:

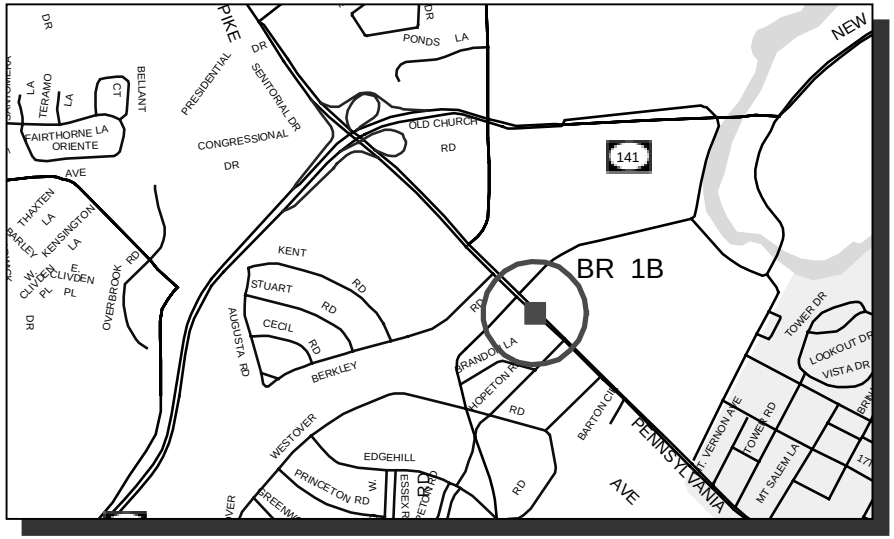
INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST. COST TO COMPLETE IN TODAY'S $	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
				0		6,140
STRUCTURALLY DEFICIENT	80% FHWA 100% ST	75,134 14,802	3,001 3,825		5,708 0	
DESIGN FOR NEW BRIDGES	100% ST	9,000			1,500	
PAINTING	100% ST * 80% FHWA	5,631 8,000	1,631		2,000	
SCOUR	100% ST	2,289	489		300	
INSPECTION & MGT	80% FHWA	6,000			2,000	
DECK PRESERVATION	100% ST	4,900	700		700	
UNDERWATER REPAIR	100% ST	629	29		100	

ALL $ X 1,000

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

PROJECT SCOPE/DESCRIPTION: The proposed improvements include replacing the existing beams with prestressed concrete beams. Minor safety improvements to approach roadway are also included in the plans.

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

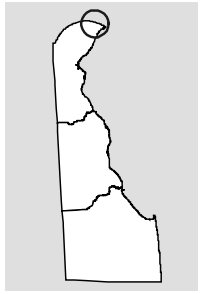
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		86
99-071-08	100% ST	50	R/W	50			
	100% ST	12	LANSC	12			
	80% FHWA	429	C			429	

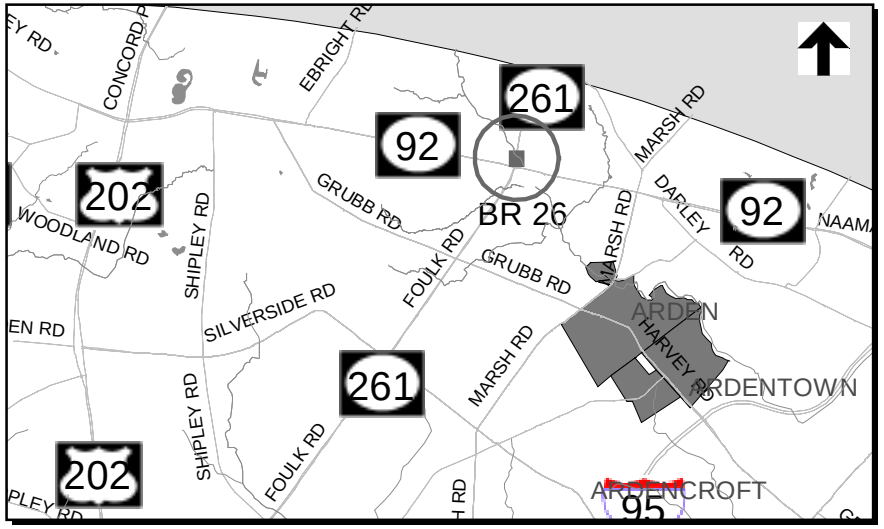
All $ X 1,000

BR 26 ON FOULK ROAD OVER NAAMAN'S ROAD

PROJECT SCOPE/DESCRIPTION: The improvements will include replacing the existing superstructure and rehabilitate substructure, safety improvements at the approaches and scour measures for foundation.

PROJECT JUSTIFICATION: The bridge is structurally deficient and is currently ranked 57 on the bridge deficiency listing.





County: New Castle
Municipality:
Program Category: System Preservation
Representative District: 10
Senatorial District: 5

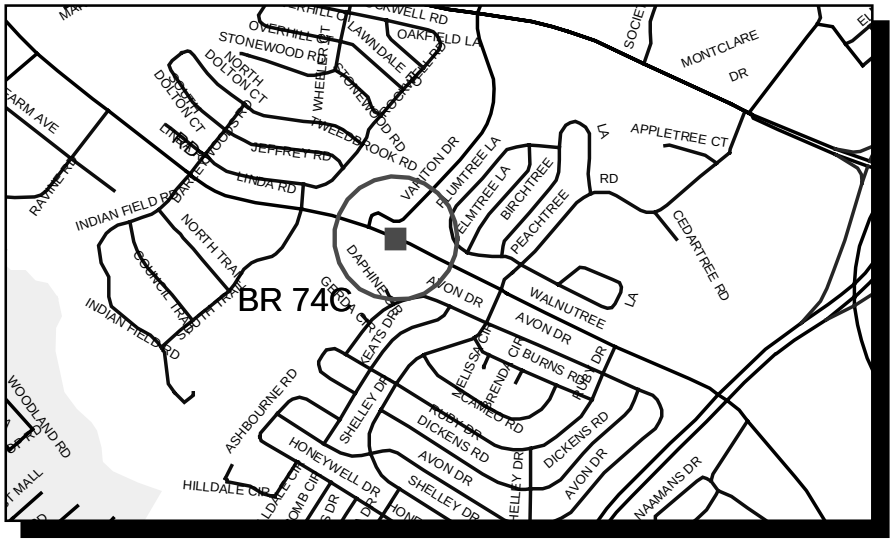
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		73
	100% ST	62	PE	62			
	100% ST	17	R/W	17			
	80% FHWA	367	C			367	

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. Replace joint seals.

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

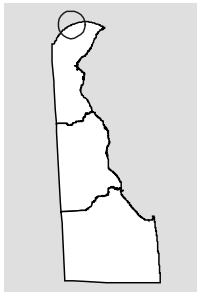
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		22
99-074-01	100% ST	5	R/W	5			
	80% FHWA	112	C			112	

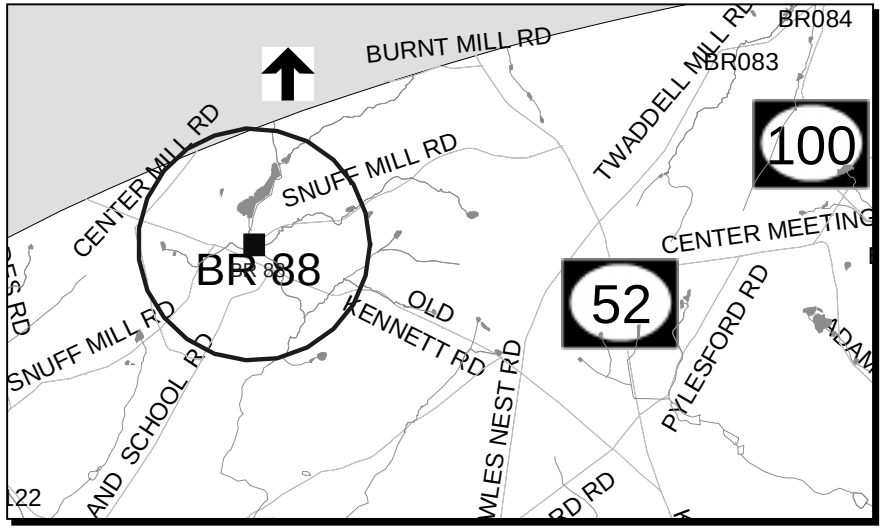
All $ X 1,000

BR 88 ON SNUFF MILL ROAD OVER RED CLAY CREEK

PROJECT SCOPE/DESCRIPTION: The improvements will include replacing the existing concrete deck with light weight concrete, stabilize existing substructure, repointing stone masonry, repaint steel beams, and fill scour holes with riprap.

PROJECT JUSTIFICATION: The bridge is structurally deficient and is currently ranked 327 on the bridge deficiency listing.





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

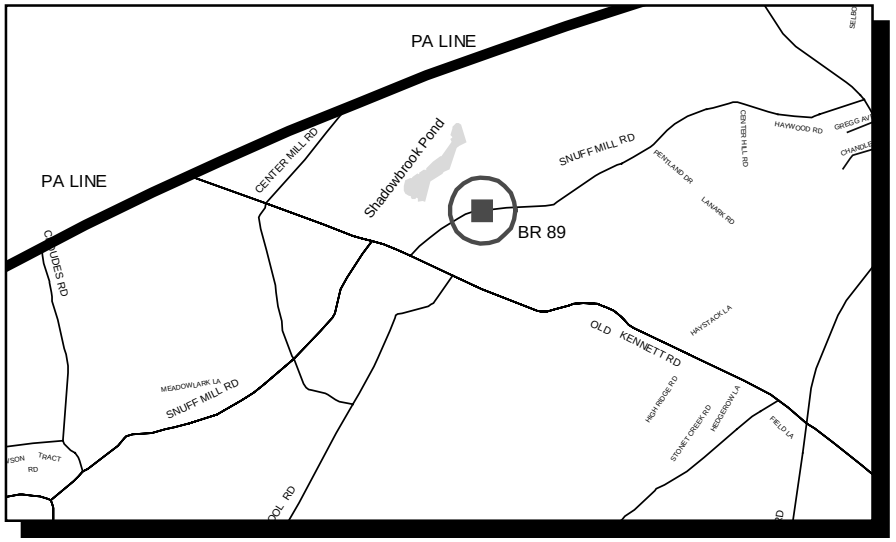
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		60
	100% ST	64	PE	64			
	100% ST	9	R/W	9			
	100% ST	20	LANSC	20			
	80% FHWA	300	C			300	

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

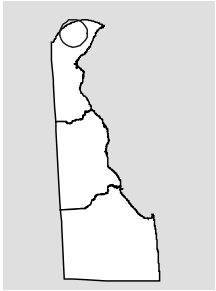
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		48
99-071-07	100% ST	20	R/W	20			
	100% ST	20	LANSC	20			
	80% FHWA	242	C			242	

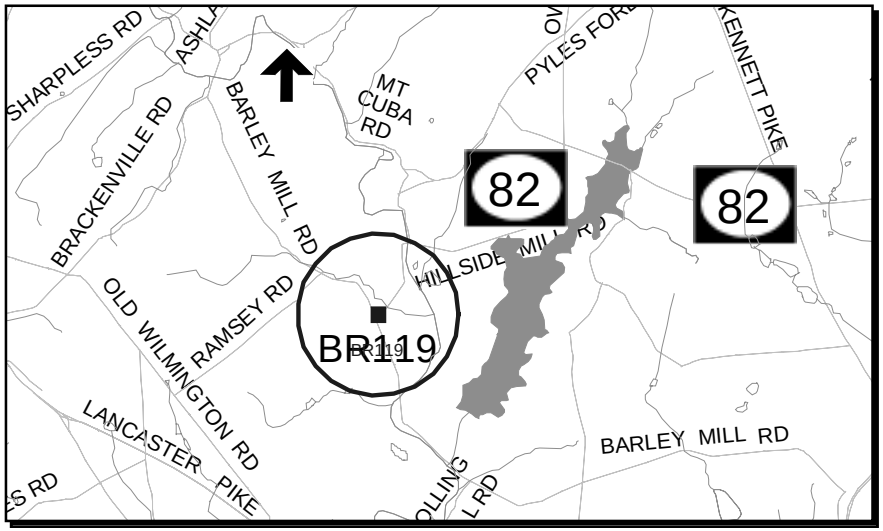
All $ X 1,000

BR119 ON SR 82 OVER RED CLAY CREEK

PROJECT SCOPE/DESCRIPTION: The proposed work includes rehabilitation of the bridge including replacing the bridge deck, replace bearings to meet seismic requirements, patch and seal substructure concrete, place bridge rail and upgrade guardrail.

PROJECT JUSTIFICATION: The bridge is structurally deficient and is currently ranked 284 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 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		49
	100% ST	70	PE	70			
	100% ST	5	R/W	5			
	80% FHWA	244	C			244	

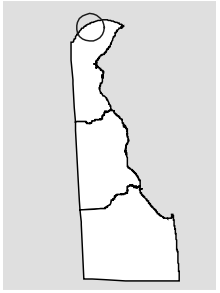
All $ X 1,000

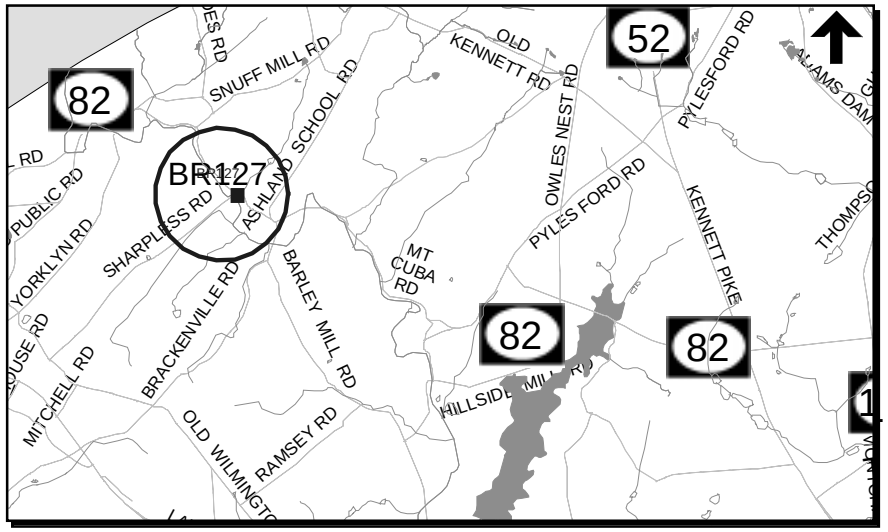
BR127 ON SHARPLESS ROAD OVER RED CLAY CREEK

PROJECT SCOPE/DESCRIPTION: The improvements will include the rehabilitation of the bridge by replacing the bridge deck, replace bearings to mett seismic requirements, patch and seal substructure concrete, place bridge rail, and upgrade guardrail

PROJECT JUSTIFICATION: The bridge is structurally deficient and is currently ranked 253 on the bridge deficiency listing.

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





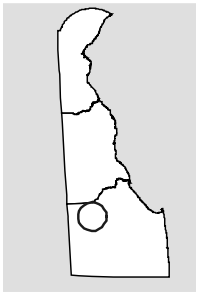
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		99
	100% ST	88	PE	88			
	100% ST	10	R/W	10			
	80% FHWA	497	C			497	

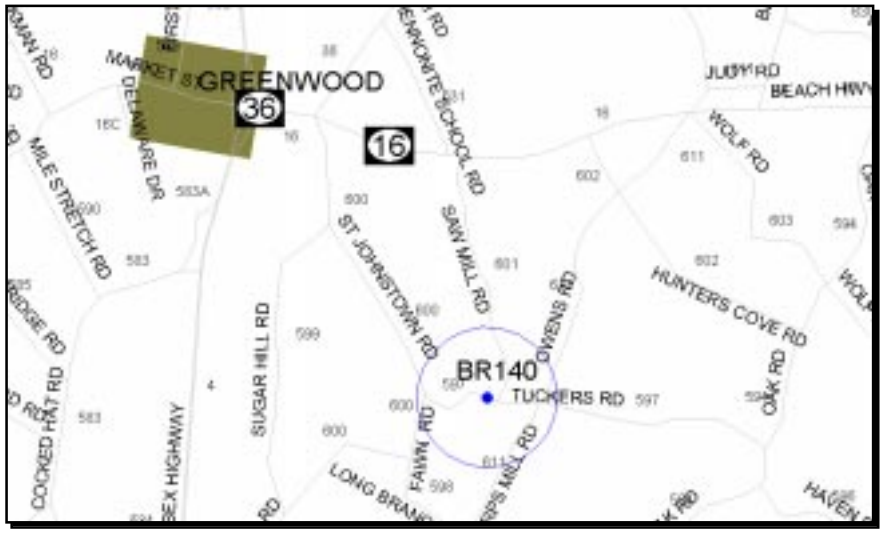
All $ X 1,000

BR140 ON TUCKERS ROAD (S597) OVER ST. JOHNSTOWN DITCH

PROJECT SCOPE/DESCRIPTION: The improvements will include replacement of bridge with a box culvert with riprap at the entrance and exit.

PROJECT JUSTIFICATION: The bridge is structurally deficient and is ranked 409 on the bridge deficiency listing.





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

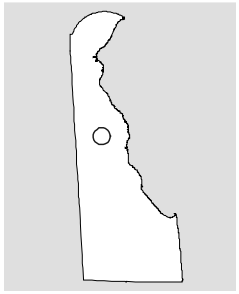
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		348
20-073-01	100% ST	6	R/W	6			
	100% ST	348	C			348	

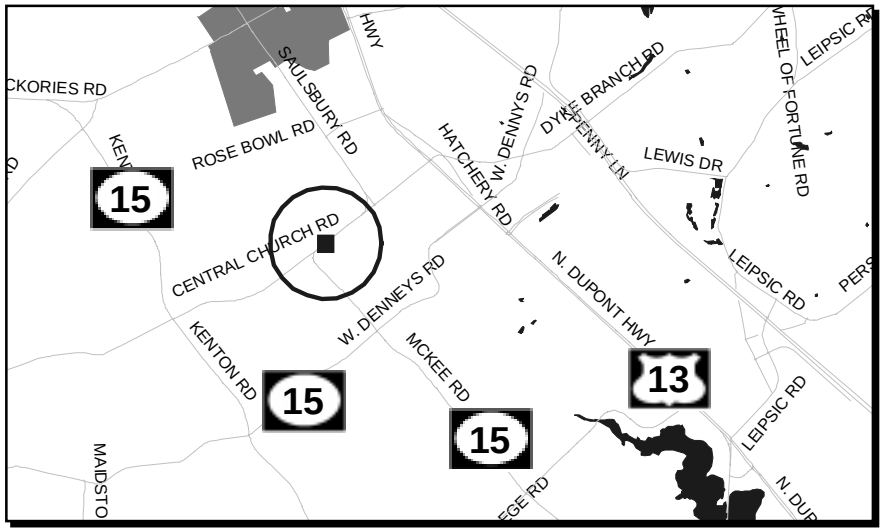
All $ X 1,000

BR156A ON SAULSBURY ROAD (K156) OVER FORK BRANCH

PROJECT SCOPE/DESCRIPTION: The improvements will include rehabilitation of the existing deck, post-tension the glue laminated deck, or use similar technique to reduce cracking and excessive deflection.

PROJECT JUSTIFICATION: The bridge is structurally deficient and is currently ranked 190 on the bridge deficiency listing.





County: Kent
Municipality:
Program Category: System Preservation
Representative District: 29
Senatorial District: 15,17

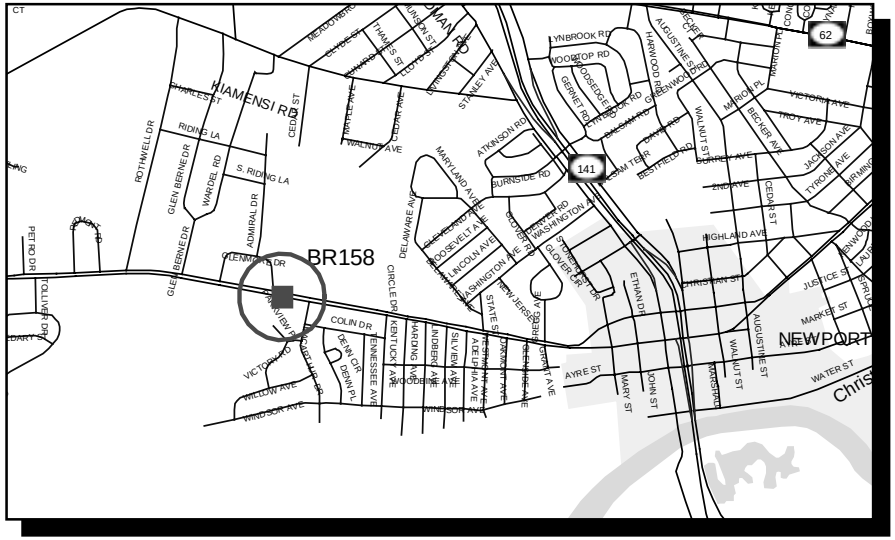
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
20-075-01	80% FHWA	173	C		0	173	34

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 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		176
99-071-04	100% ST	20	R/W	20			
	80% FHWA	881	C			881	

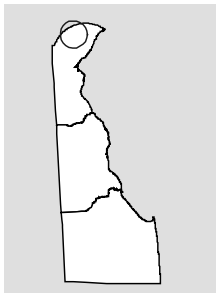
All $ X 1,000

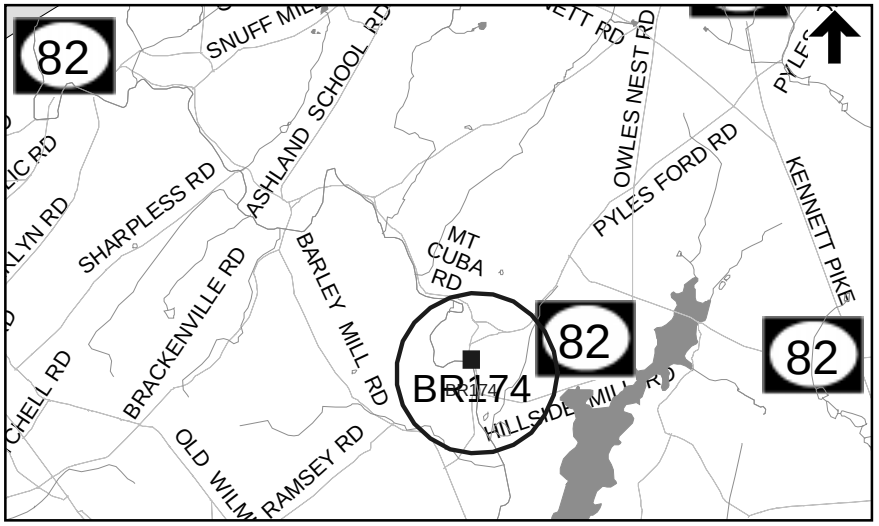
BR174 ON HILLSIDE ROAD OVER RED CLAY CREEK TRIBUTARY

PROJECT SCOPE/DESCRIPTION: The improvements will include replacing the existing rigid frame with precast rigid frame and placing riprap to protect the foundation.

PROJECT JUSTIFICATION: The bridge is structurally deficient and is currently ranked 102 on the bridge deficiency listing.

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





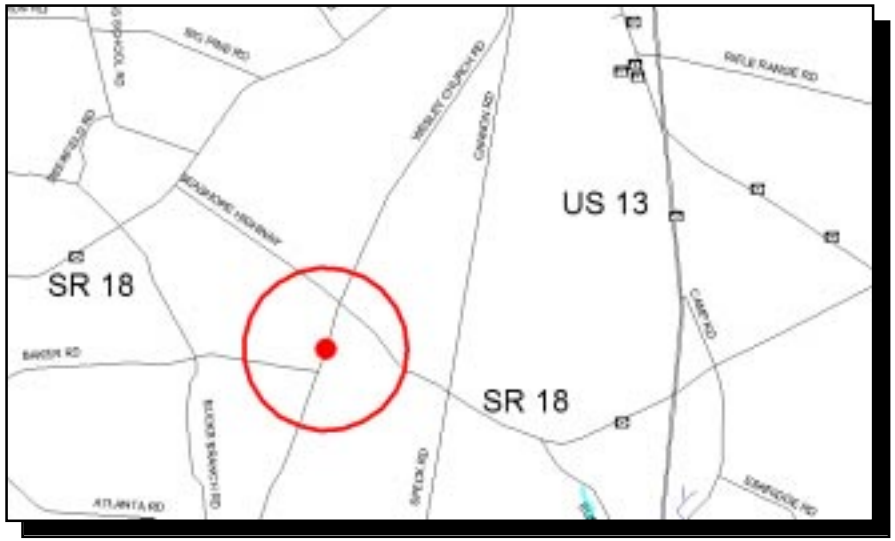
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		46
20-071-01	100% ST	14	R/W	14			
	80% FHWA	228	C			228	

All $ X 1,000

BR227 ON WESLEY CHURCH ROAD OVER BUCKS CREEK TRIBUTARY, NORTHWEST OF SEAFORD

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

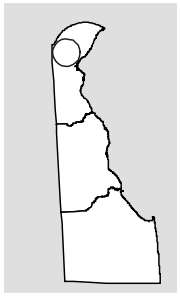
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		395
99-073-03	100% ST	10	R/W	10			
	100% ST	395	C			395	

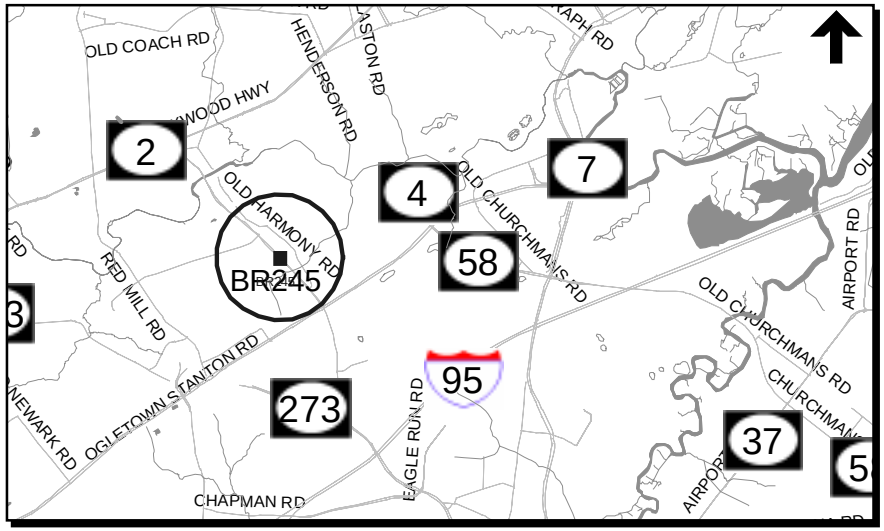
All $ X 1,000

BR245 ON HARMONY ROAD OVER AMTRAK

PROJECT SCOPE/DESCRIPTION: The improvements will include rehabilitation of the bridge with an overlay of the bridge deck, replace deck joints, paint steel beams, patch and seal substructure concrete, and upgrade guardrail connections and end treatments.

PROJECT JUSTIFICATION: The bridge is structurally deficient and is currently ranked 232 the bridge deficiency listing.





County: New Castle
Municipality:
Program Category: System Preservation
Representative District: 14,18
Senatorial District: 1

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		144
	100% ST 80% FHWA	128 720	PE C	128		720	

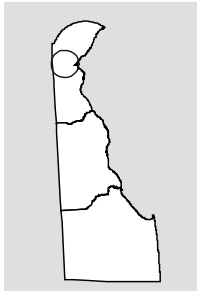
All $ X 1,000

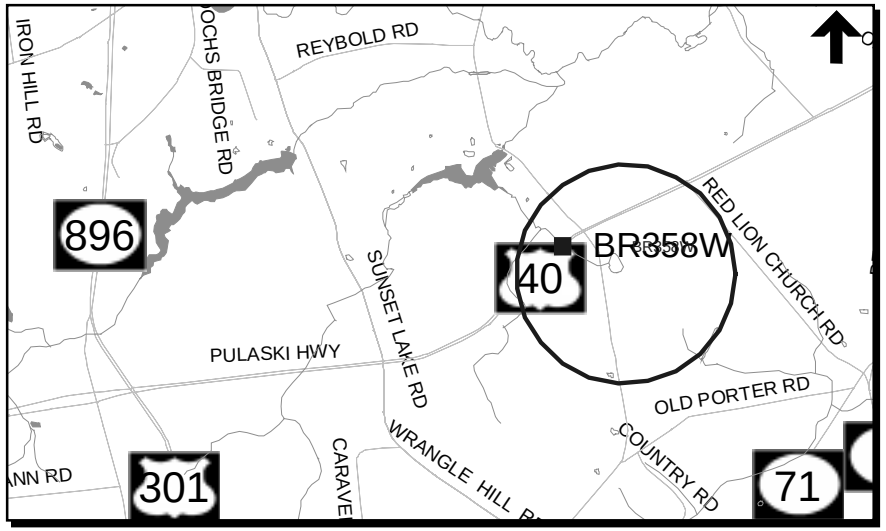
BR358W ON PULASKI HIGHWAY (US 40) OVER BELLTOWN RUN, BEAR

PROJECT SCOPE/DESCRIPTION: The improvements will include replacing the existing culvert with four sided box culvert and placing riprap at inlet and outlet.

PROJECT JUSTIFICATION: The bridge is structurally deficient and is currently ranked 158 on the bridge deficiency listing.

County: New Castle
Municipality:
Program Category: System Preservation
Representative District: 24
Senatorial District: 12





FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		402
20-071-06	100% ST	78	PE	78			
	100% ST	10	R/W	10			
	100% ST	402	C			402	

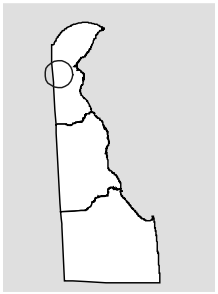
All $ X 1,000

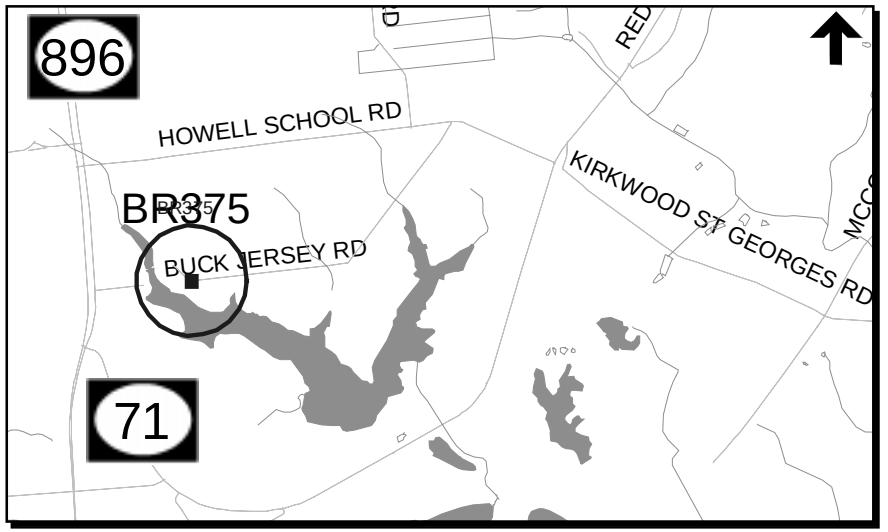
BR375 ON BUCK JERSEY ROAD AT LUMS POND STATE PARK

PROJECT SCOPE/DESCRIPTION: The improvements will include replacing the bridge with a four sided box culvert with tapered down stone faced parapet, and place riprap at entrance and exit

PROJECT JUSTIFICATION: The bridge is structurally deficient and is currently ranked 271 on the bridge deficiency listing.

County: New Castle
Municipality:
Program Category: System Preservation
Representative District: 27
Senatorial District: 14





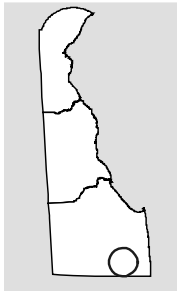
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		181
20-071-02	100% ST	5	R/W	5			
	100% ST	181	C			181	

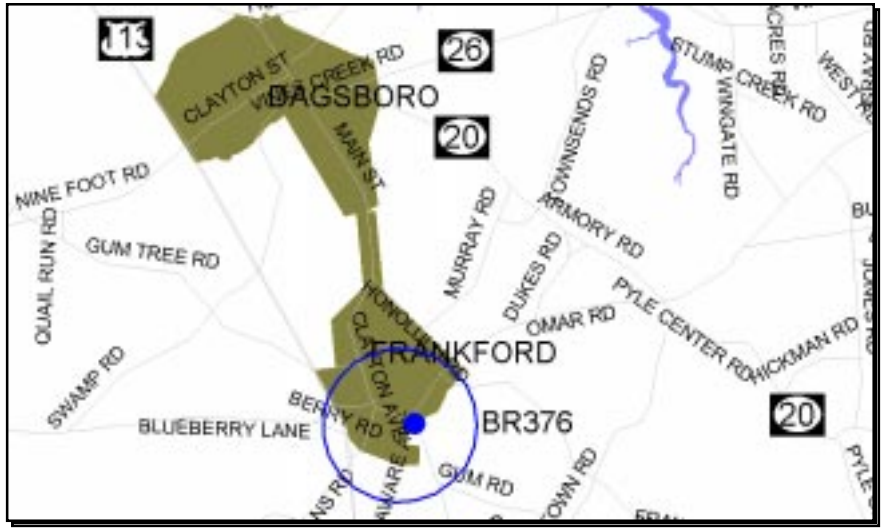
All $ X 1,000

BR376 ON SR 54 (FENWICK ROAD) OVER POLLY BRANCH ROAD

PROJECT SCOPE/DESCRIPTION: The improvements will include construction of a concrete slave over the existing pipe and repair the deteriorated pipe with epoxy material.

PROJECT JUSTIFICATION: The bridge is structurally deficient and is ranked 344 on the bridge deficiency listing.





FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		107
20-073-02	100% ST	65	R/W	65			
	100% ST	107	C			107	

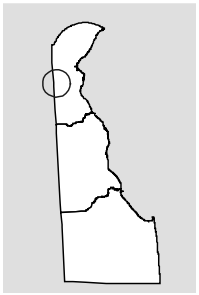
All $ X 1,000

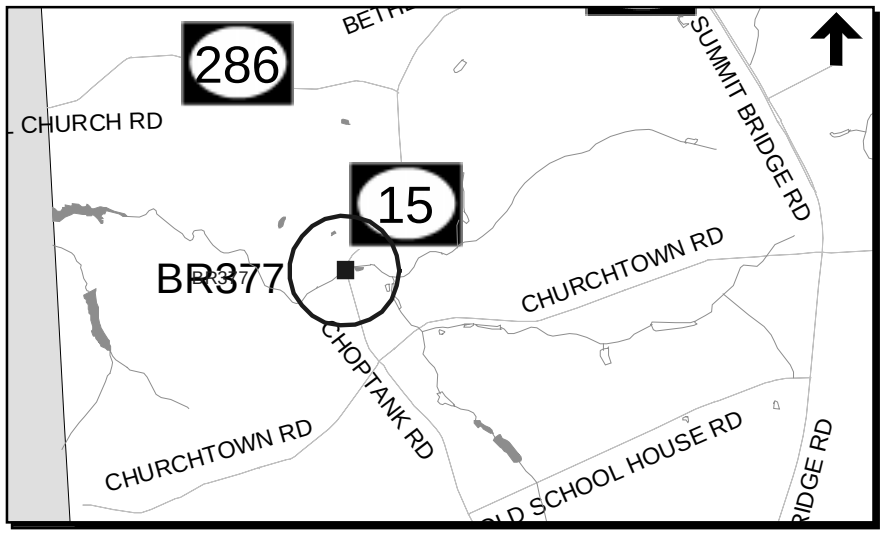
County: Sussex
Municipality:
Program Category: System Preservation
Representative District: 38
Senatorial District: 20

BR377 ON N435 ON CHOPTANK (SR 15) OVER BACK CREEK

PROJECT SCOPE/DESCRIPTION: The improvements will include replacement with prestressed concrete box beam bridge, smoothen the existing curve, place guardrail at the approaches, place riprap on the stream banks. This project will be a "design build" procedure.

PROJECT JUSTIFICATION: The bridge is structurally deficient and is currently ranked 191 on the bridge deficiency listing.





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

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		118
	100% ST	139	PE	139			
	100% ST	8	R/W	8			
	80% FHWA	588	C			588	

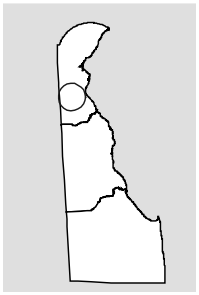
All $ X 1,000

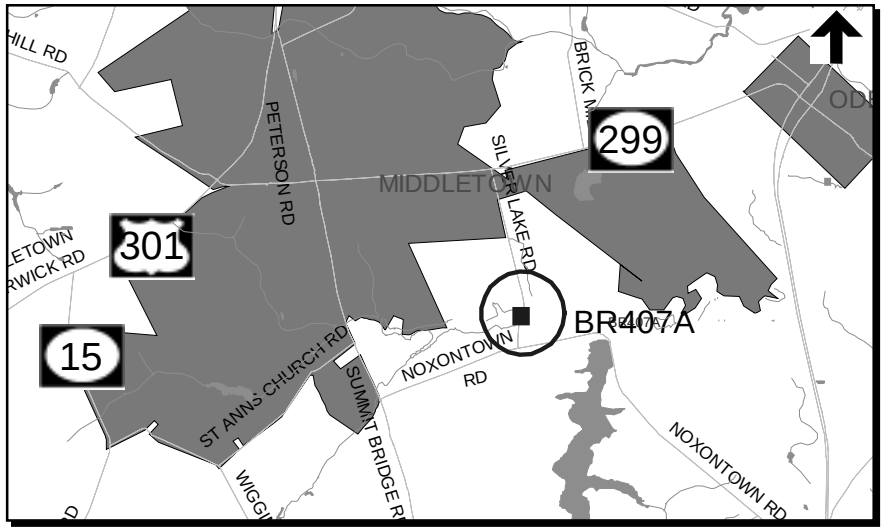
BR407A ON SILVER LAKE ROAD, AT SILVER LAKE

PROJECT SCOPE/DESCRIPTION: The improvements will include bridge replacement with concrete box culvert and sluice gate, place guardrail at bridge approaches, and place riprap at culvert entrance and exit.

PROJECT JUSTIFICATION: The bridge is structurally deficient and is currently ranked 85 on the bridge deficiency listing.

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





FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		273
20-071-04	100% ST	87	PE	87			
	100% ST	273	C			273	

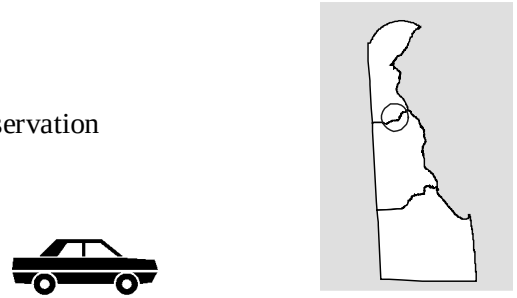
All $ X 1,000

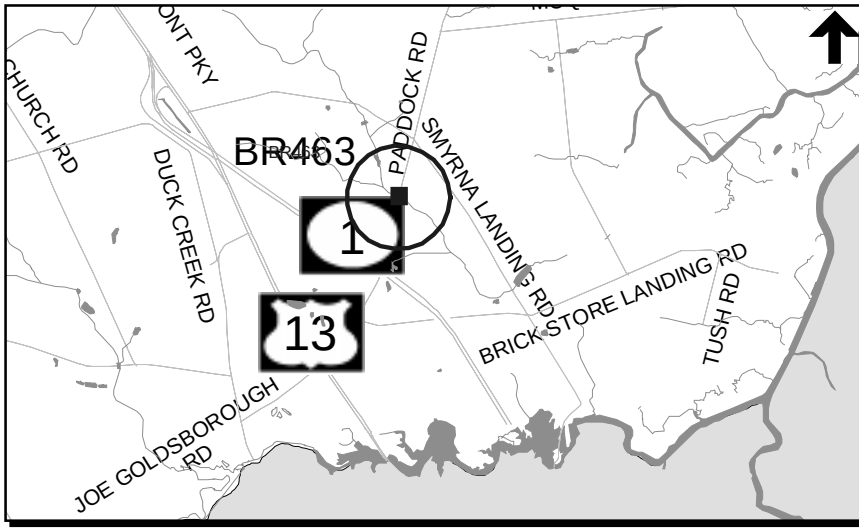
BR463 ON PADDOCK ROAD OVER CORKS POINT DITCH NORTH OF SMYRNA

PROJECT SCOPE/DESCRIPTION: The improvements will include replacing the bridge with a concrete box culvert on existing alignment, replace guardrail at approaches, place riprap at culvert entrance and exit.

PROJECT JUSTIFICATION: The bridge is structurally deficient and is currently ranked 296 on the bridge deficiency listing.

County: New Castle
Municipality:
Program Category: System Preservation
Representative District: 28
Senatorial District: 14





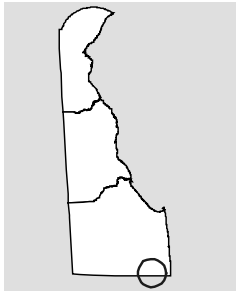
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		435
20-071-05	100% ST	8	R/W	8			
	100% ST	435	C			435	

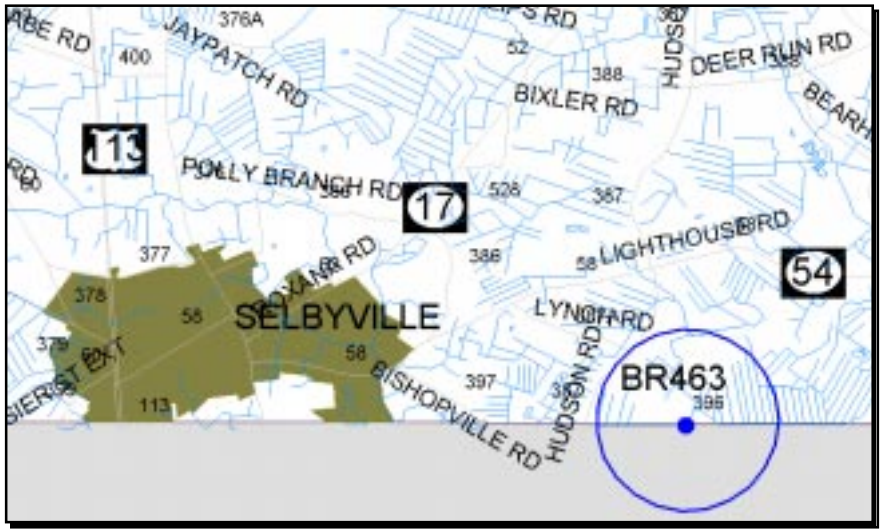
All $ X 1,000

BR463 ON S396 OVER GREY'S CREEK

PROJECT SCOPE/DESCRIPTION: The improvements will include replacement of bridge with a box culvert with riprap at the entrance and exit.

PROJECT JUSTIFICATION: The bridge is structurally deficient and is ranked 409 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 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		79
	100% ST	300	PE	300			
	100% ST	5	R/W	5			
	80% FHWA	394	C			394	

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 bioengineering.

PROJECT JUSTIFICATION: Bridges have low structural capacity and narrow width. BR526 is ranked 71 and BR527 is ranked 39 on the bridge deficiency listing.

County: Sussex
Municipality:
Program Category: System Preservation
Representative District: 41
Senatorial District: 20

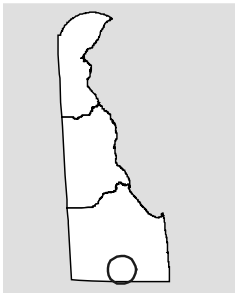
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		628
99-073-01	100% ST	20	R/W	20			
	100% ST	15	ENV	15			
	100% ST	628	C			628	

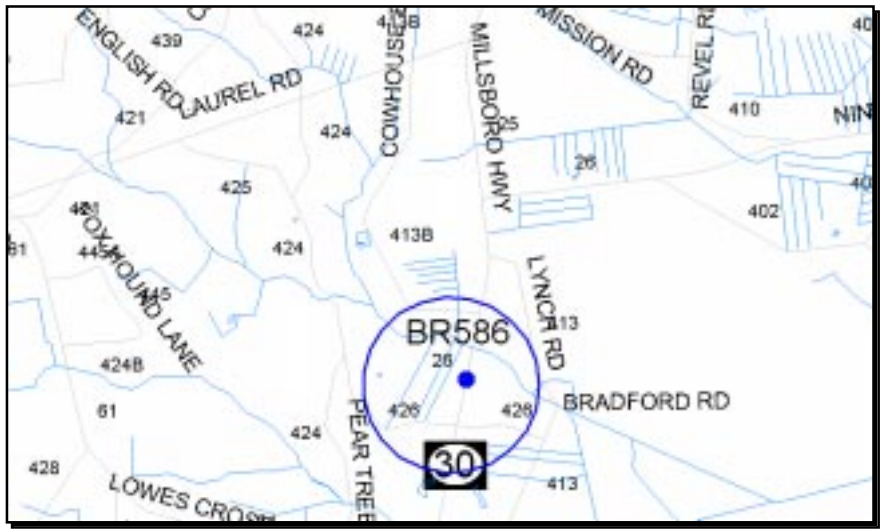
All $ X 1,000

BR586 ON MILLSBORO HIGHWAY (S 26) OVER POCOMOKE RIVER NORTH OF GUMBORO

PROJECT SCOPE/DESCRIPTION: The improvements will include replacement of the existing rigid frame with a precast rigid frame, place riprap to protect the foundations.

PROJECT JUSTIFICATION: The bridge is structurally deficient and is ranked 325 on the bridge deficiency listing.





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

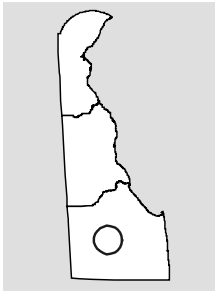
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		344
	100% ST	62	PE	62			
	100% ST	5	R/W	5			
	100% ST	344	C			344	

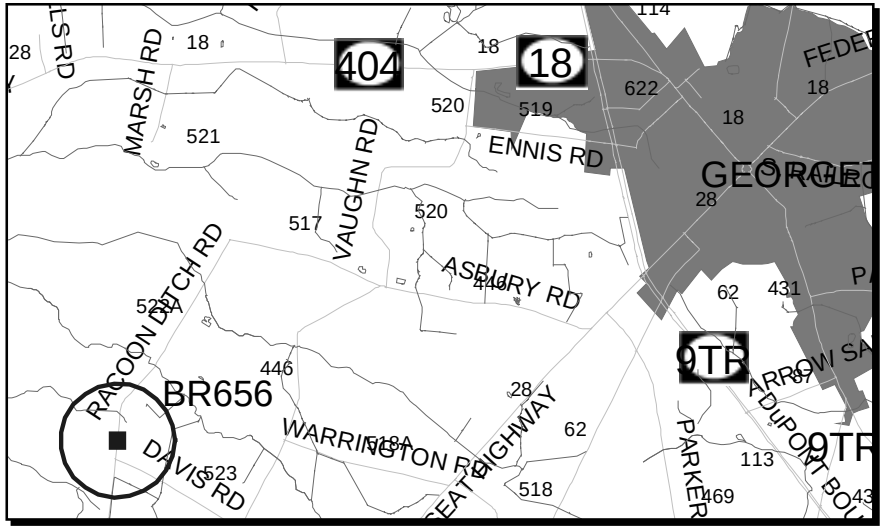
All $ X 1,000

BR656 ON RACOON DITCH ROAD OVER NEW DITCH WEST OF GEORGETOWN

PROJECT SCOPE/DESCRIPTION: The improvements will include replacement of the existing pipes with glue-laminated timber frame and placing riprap to protect the abutments.

PROJECT JUSTIFICATION: The bridge is structurally deficient and is ranked 304 on the bridge deficiency listing.





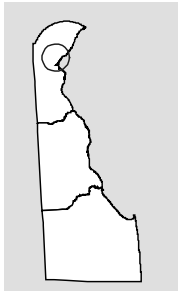
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	CURRENT 7/99-6/00 PROJ TTF	FY 2001 7/00-6/01 TOTAL	FY 2001 7/00-6/01 PROJ TTF
					0		67
	100% ST	46	PE	46			
	100% ST	5	R/W	5			
	80% FHWA	337	C			337	

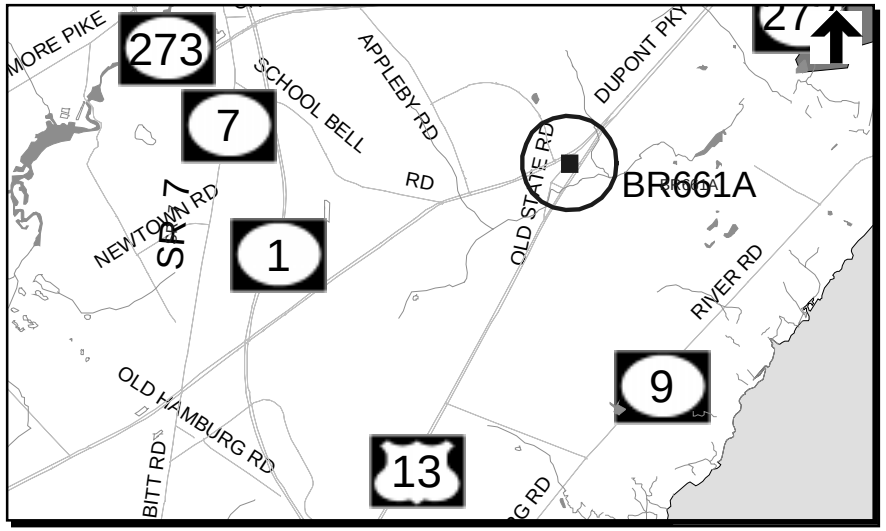
All $ X 1,000

BR661A ON (OLD STATE ROAD) N 34 OVER ARMY CREEK

PROJECT SCOPE/DESCRIPTION: The improvements will include replacing the bridge with a concrete box culvert or pipe using the clear zone concept, place riprap at culvert entrance and exit.

PROJECT JUSTIFICATION: The bridge is structurally deficient and is currently ranked 190 on the bridge deficiency listing.





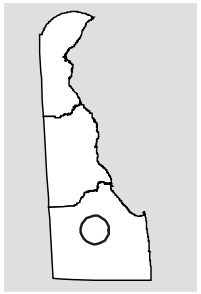
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		187
20-071-03	100% ST	10	R/W	10			
	100% ST	187	C			187	

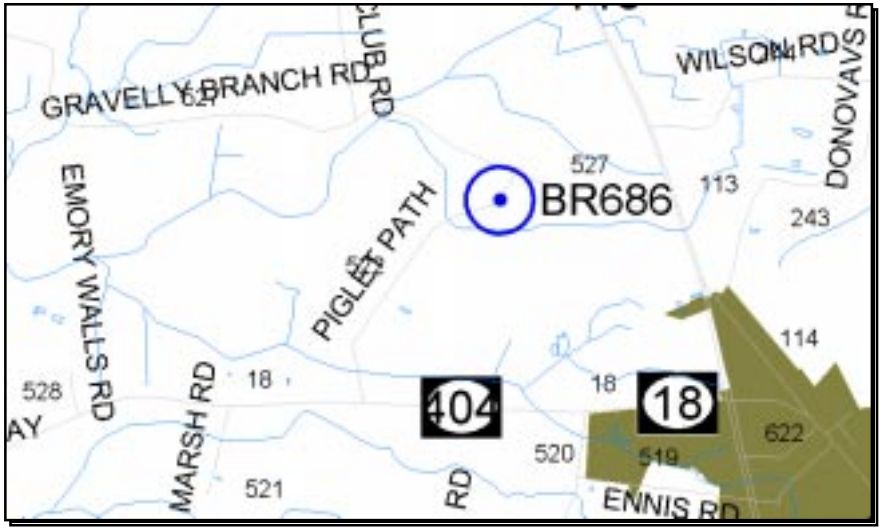
All $ X 1,000

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

BR686 ON PIGLET PATH OVER GEORGETOWN VAUGHN DITCH

PROJECT SCOPE/DESCRIPTION: The improvements will include replacement of the existing pipe with a four sided precast box culvert, protection of the inlet and outlet with riprap.





PROJECT JUSTIFICATION: The bridge is structurally deficient and is ranked 401 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 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		217
20-073-03	100% ST	6	R/W	6			
	100% ST	217	C			217	

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

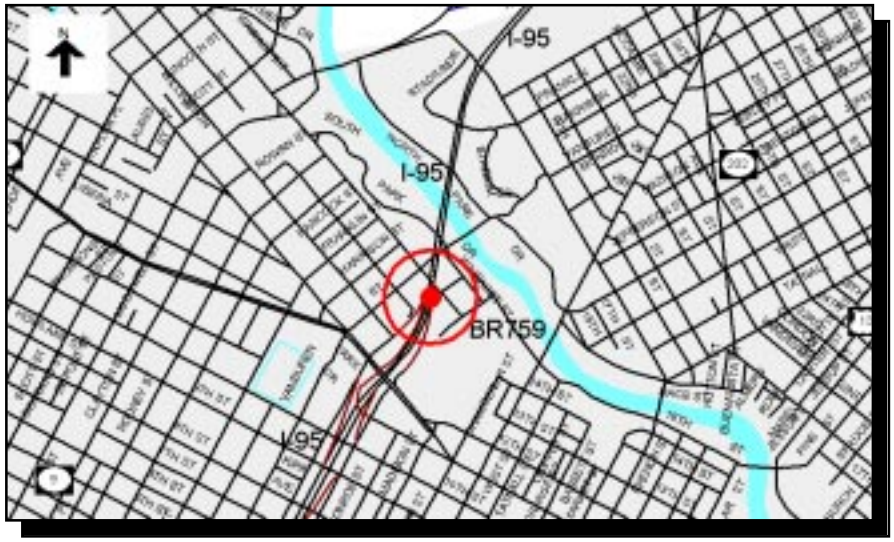
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
99-074-04	100% ST 90% FHWA	10 1,500	R/W C	10	0	1,500	150

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 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		200
99-074-05	100% ST	90	R/W	90			
	90% FHWA	2,000	C			2,000	

All $ X 1,000

CHOPTANK ROAD (SR 15 TO N455)

PROJECT SCOPE/DESCRIPTION: The project will consist of the following improvements; widening current 18' travelway to 24' and additional 2' – 5' bicycle/pedestrian shoulders, patching and wedging 3" hot-mix overlay, replace one-lane bridge and realign approach (BR377), realign intersection of N435 and N437 and create clear sight distance, relocate utilities, and purchase right of way for new cross-section and realignment.

PROJECT JUSTIFICATION: To provide additional modes of safe transportation, in the US301 corridor. This project was identified through the Roadway Reconstruction pool of the Departmental "Pipeline Process).



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

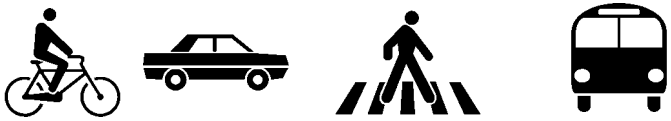
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		620
	100% ST	250	ENV			250	
	100% ST	370	PE			370	
	100% ST	1,200	*R/W				
	100% ST	4,200	* C				

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.

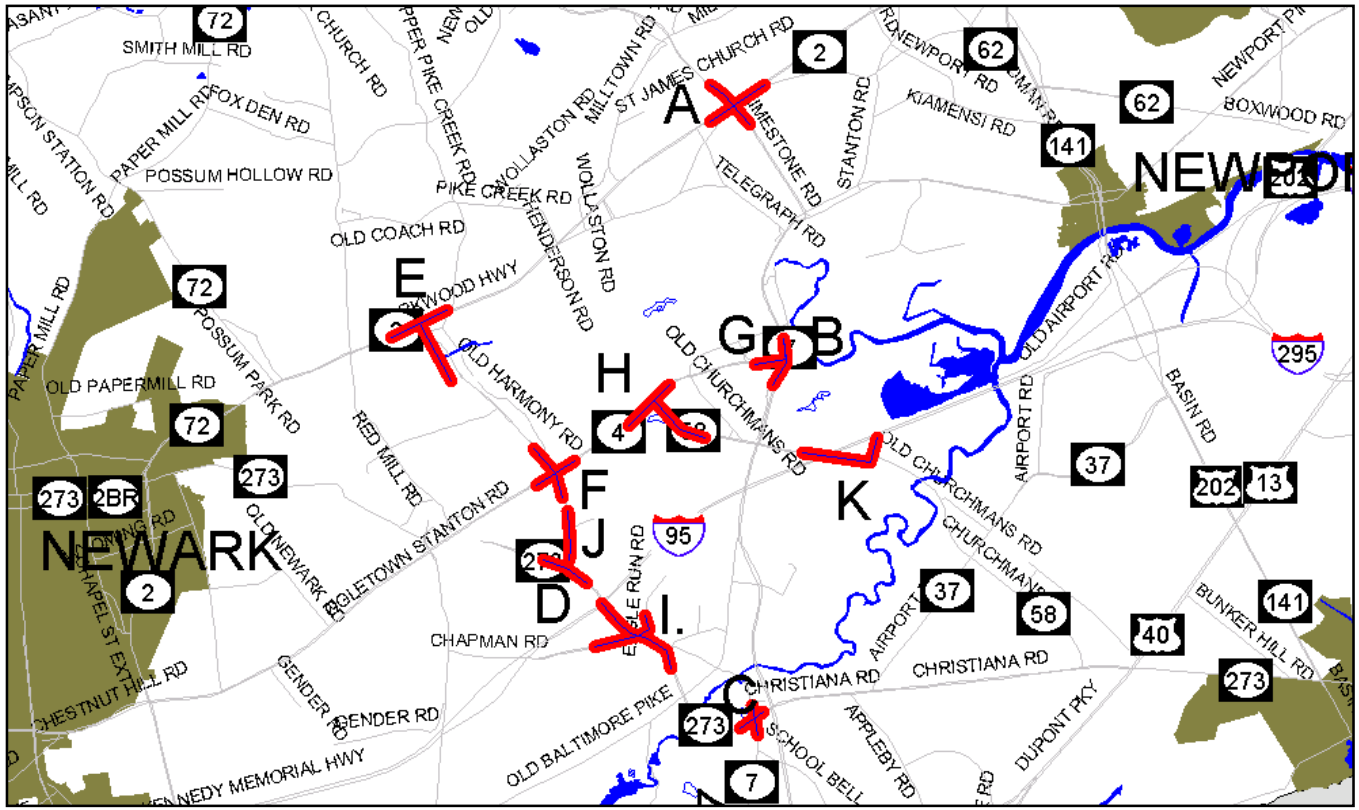


County: New Castle
Municipality:
Program Category: System Expansion
Representative District: 15, 18, 23, 24, 25, 26
Senatorial District: 9, 10, 11, 13

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99 -6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01	PROJ TTF
						0		1,464
91-075-05	Churchman's Road Bridge	100% ST	780	PE	780			
		100% ST	200	R/W	200			
		80% A/C FHWA	9,000	C			9,000	
	Road A, Interchange	100% ST	56	* PE				

All $ X 1,000

CHURCHMAN=S CROSSING CORRIDOR IMPROVEMENTS



PROJECT SCOPE/DESCRIPTION:
Overall Improvements

Sidewalks/Bicycle Path/Greenway - Increased multi-modal activity to enable safe travel for bicyclists and pedestrians.

Bus Stop Improvements – With increased transit activity, shelters and bus pads will allow riders refuge areas.

CHURCHMAN'S CROSSING CORRIDOR IMPROVEMENTS (CONTINUED)

Enhance Transit Service – Additional bus service including shuttles throughout the area with ride share matching service, guaranteed ride home program, transit coordinators, vanpool service, flexible work program transportation management coordination, enhanced telephone services, timetable at bus stops, compressed work week program, staggered work hour program and preferential parking program.

ITMS – Enhance computerized traffic systems and other technological improvements to improve traffic flow and incident management throughout the area..

Intersection Improvements: The intersections listed below will be programmed for design and construction as conditions warrant, per the triggers recommended in the Churchman's Crossing Study. The funding listed below is currently the estimated timeframes when these intersections will meet the triggers; information from the on-going monitoring of traffic conditions will adjust the schedules as needed.

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

Roadway Improvements:

J. Harmony Road traffic calming – This improvement(s) will be the result of the current temporary traffic rerouting through the development area.
K. 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.

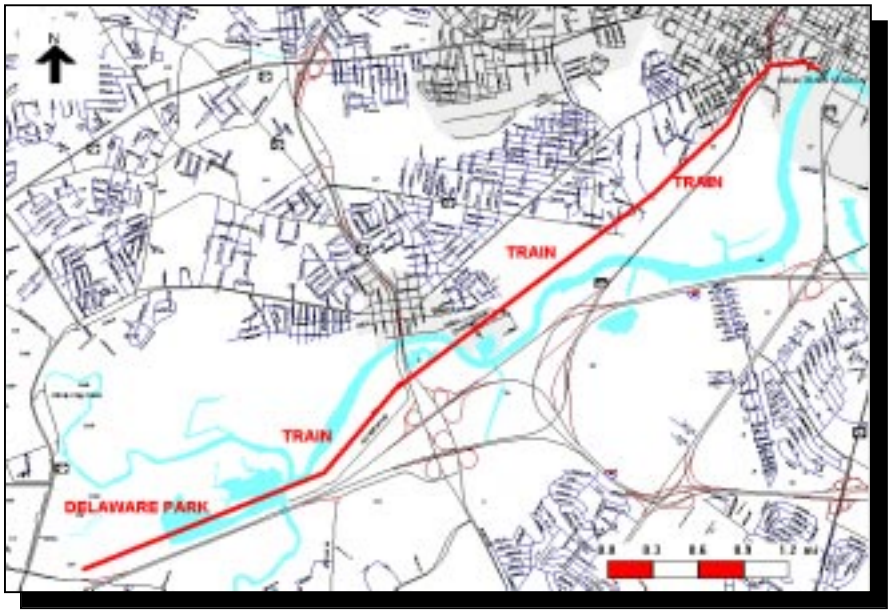
County:	New Castle
Municipality:	
Program Category:	System Management
Representative District:	18, 19, 21
Senatorial District:	9, 11

CHURCHMAN=S CROSSING CORRIDOR IMPROVEMENTS (CONTINUED)

INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	CURRENT 7/99-6/00 PROJ TTF	FY 2001 7/00-6/01 TOTAL	FY 2001 7/00-6/01 PROJ TTF
					0		2,560
Churchmans Crossing Imp's	80% FHWA	13,639	PE/C	2,504		335	
	100% ST	6,634	PE/C	2,274		88	
Sidewalks/Bicycle Path/Greenways	100% ST	1,350	PE	450		450	
	80% FHWA	8,153	C	2,153		3,000	
Enhance Transit Service	100% ST	450	PRO	450			
ITMS	100% ST	300	PE			150	
	80% FHWA	2,000	C			1,000	
Intersections							
A. SR 2/SR 7	100% ST	90	PE	90			
	80% FHWA	1,200	C			600	
B. SR 4/SR 7	100% ST	60	PE	60			
	80% FHWA	340	C			340	
C. SR 7/SR273	100% ST	125	PE	125			
	80% FHWA	725	C	725			
D. SR273/Harmony Road	100% ST	95	* PE				
	80% FHWA	700	* C				
E. SR 2/Harmony Road	100% ST	400	* PE				
	80% FHWA	1,500	* C				
F. SR 4/Harmony Road	100% ST	400	* PE				
	80% FHWA	2,500	* C				
E. SR 4/SR 7 (JP Morgan Phase II)	100% ST	225	PE			225	
	80% FHWA	1,500	* C				
H. SR 4/Churchman's Road	100% ST	400	* PE * C*				
I. SR273/Chapman Road	100% ST	300	* PE				
	80% FHWA	2,000	* C				
Roadway Improvements							
Harmony Road Traffic Calming	100% ST	10	PE	10			
Ramp Churchman's Road to I-95	100% ST	375	PE			375	
	80% FHWA	2,500	* C				

All $ X 1,000

CHURCHMAN=S CROSSING TRANSIT FACILITIES



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.

Churchmans Rail Road Station and Transit Center - As part of the comprehensive, multi-modal Churchmans Crossing study, the Churchmans rail road station has been identified as one element of the long range transportation plan for this area. The rail station was recognized as an important improvement to serve the Churchmans area community. Like the recently completed Newark station, the Churchmans station will provide another commuter station served by SEPTA's R2 line for destinations to and from Newark, Wilmington and Philadelphia. To complete the multi-modal design of this station, the project will integrate the design of the bus and shuttle services into a proposed private development adjacent to the new platform. This will also include other transit service information and amenities within the development initiative, creating an attractive transit center to support the rail patrons. A parking garage is also planned as a shared facility with the private development (office complex) to minimize land impacts and maximize open space. The station improvements also include the extension of the Northeast Corridor's Track A east of Newark, which will be constructed by Amtrak.

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

The new station will provide another transportation choice to the Churchmans area; coordinated bus services will ensure timely delivery of employees to area businesses which will help reduce roadway congestion. The Churchmans study and discussions with area business leaders have identified this as an important transportation improvement for the future demand management of increasing traffic projections. The inclusion of a transit center into the design will provide support services necessary to make this an even greater transportation attraction and continue to produce long term ridership support. As an alternative travel mode, the completion of this station by spring of 2000, will serve as an important traffic mitigation measure as the first phase of I95 begins reconstruction.

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

CHURCHMAN=S CROSSING TRANSIT FACILITIES (CONTINUED)

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99 -6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01	PROJ TTF
						0		0
	Rail Station	100% ST	8,000	C	8,000			
	Public Announcement System	100% ST	30	C			30	
	Platform and Track Work	100% ST	9,800	C	9,800			
	Concrete Tie Improvement From Newark to Wilm.	100% ST	2,600	C	2,600			

All $ X 1,000

CORRIDOR PRESERVATION AND ADVANCED ACQUISITION OF RIGHTS OF WAY

PROJECT SCOPE/DESCRIPTION: The corridor preservation program has 4 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	EST COST TO COMPLETE IN TODAY'S $	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
				0		5,100
Rail Corridor Preservation	100% ST	600			100	
Highway Corridor Preservation	100% ST	33,000	3,000		5,000	
Inc. US 13, US113, SR 48, SR 1, and US301	80% FHWA	4,000	4,000			

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% 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 fifth program year of the original 10 year plan to complete. This plan will be completed at the end of FY 2001 with the increase to $1.8 million in FY 2000 and FY 2001. 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	EST COST TO COMPLETE IN TODAY'S $	CURRENT 7/99-6/00 TOTAL	CURRENT 7/99-6/00 PROJ TTF	FY 2001 7/00-6/01 TOTAL	FY 2001 7/00-6/01 PROJ TTF
100% ST	1,800		0	1,800	1,800

All $ X 1,000

ELECTRONIC TOLL COLLECTION (ETC) IMPLEMENTATION

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 us 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 was equipped by January 1999 and the Biddle's Corner plaza on SR 1 opened November 1999. As of January 1999, the toll at the I-95 plaza increased to $2.00 per normal passenger vehicle except for those vehicles using ETC which remained $1.25. 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% - 20% on I-95 and future growth of 2% to 5% 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:

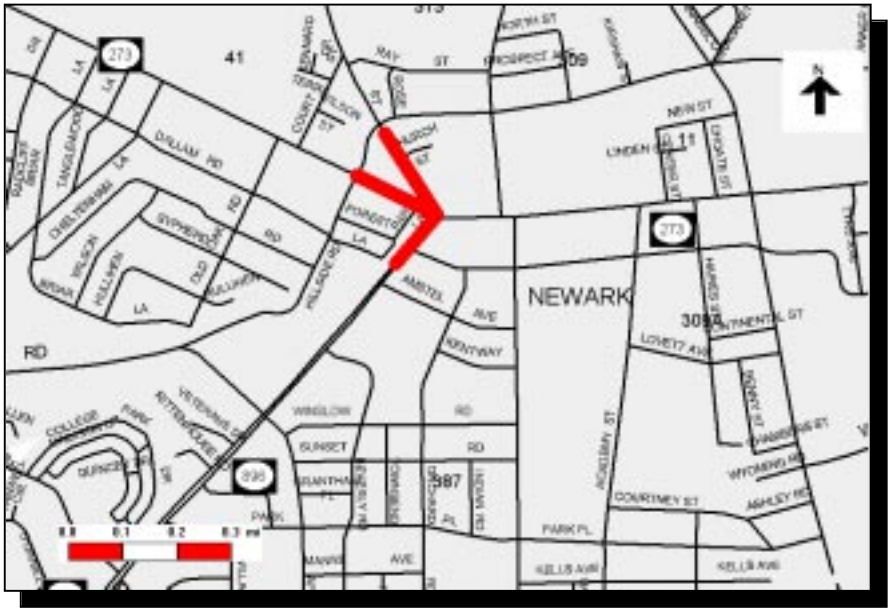
INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		341
Toll Plaza Mod's for High Speed I-95	100% ST 80% FHWA	323 2,915	PE * C	323			
Toll Plaza Mod's for High	100% ST	222	PE	222			
Toll Booth Construction	80% FHWA	2,004	C			2,004	
I-95 Toll Plaza Phase III, Canopies, Bumpers, Gap	100% ST	500		500			
Snow Removal Equipment - UNIMOGS	100% ST	750	* PRO				

All $ X 1,000

ELKTON RD., NEW LONDON RD., MAIN ST., NEWARK, INTERSECTION IMPROVEMENTS

PROJECT SCOPE/DESCRIPTION: This triangular intersection will be modified to improve traffic flow at Elkton Rd., Main St., and New London Rd.

PROJECT JUSTIFICATION: This is a high priority project for both the City of Newark and WILMAPCO to alleviate congestion.



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 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
97-041-01	100%ST 100%ST	70 1,374	R/W * C		0	70	54

All $ X 1,000

ENGINEERING AND CONTINGENCIES

PROJECT DISCRIPTION: This program provides engineering services and contingencies not covered under other capital programs. In FY 1999 through FY 2001, DelDOT will be converting our 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 authorizations.

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

	CURRENT		FY 2001	
FUNDING	7/99-6/00		7/00-6/01	
	TOTAL	PROJ TTF	TOTAL	PROJ TTF
		0		7,328
100%ST	7,680		7,328	

All $ X 1,000

ENVIRONMENTAL IMPROVEMENTS

PROJECT SCOPE/DESCRIPTION:

1. Wetland mitigation monitoring requirements typically include 20-year site management/assessment to assure successful creation of wetland resources created as impact compensation for various capitol projects. Monitoring typically requires monthly hydraulic data collection, fall site sampling for vegetation assessment, annual reports for 5 years and then summary reports yr. 10, yr. 15, yr. 20. Funding estimate also includes contingency for site remediation that may include additional fertilization, seeding, planting, site re-grading as necessary to assure the establishment of viable wetland plant and hydrologic characteristics. Mitigation projects include:
   - SR 1 Dover - Smyrna, 9 individual sites, 324 acres, seeding/monitoring
   - Ogletown mitigation, 3 sites, 18 acres, final planting, monitoring
   - First State Boulevard, 1 site, 2.5 acres, monitoring/fertilization
   - US113 Georgetown to Milford, 1 site 100 acres, monitoring
   - SR 1 northern segments 7 sites 160 acres, monitoring
   - Scarborough Road, 1 site 6 acres, monitoring
   - Porter Road, 1 site, 12 acres, monitoring
   - SR 48, 1 site, 1.6 acres, monitoring
   - Naamans Road, 5 sites, 1 acre, monitoring

2. Contingency for environmental remediation.

3. Archeological data analyses and report preparation time frames frequently extend beyond completion of the capital project for which the archeological compliance was mandated. Estimates include data analysis, report preparation, publication, and contingency for follow through with human remains notification and reburial requirements.
   - Ogletown Interchange
   - US113 Georgetown to Milford, data analysis report
   - SR 1 southern segments - Scarborough Road
   - Porter Road

PROJECT JUSTIFICATION:

1. To comply with environmental regulations.
2. Post construction follow-through on state and federal permit commitments to natural resource regulatory agencies.

County: Statewide
Program Category: System Preservation

INDIVIDUAL PROJECT SEGMENTS	EST COST TO COMPLETE IN TODAY'S $	FUNDING	CURRENT 7/99-6/00 TOTAL	CURRENT 7/99-6/00 PROJ TTF	FY 2001 7/00-6/01 TOTAL	FY 2001 7/00-6/01 PROJ TTF
				800		800
SR141 at Newport	4,000	* 100% ST				
Wetland Mitigation, Archeology	6,186	100% ST	1,386		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.

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. We have developed a life cycle plan for scheduled equipment replacement, which includes a combination of preventive maintenance, major rehabilitation, and replacement to optimize equipment condition. This program increased in FY 2000 as we have 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	EST COST TO COMPLETE IN TODAY'S $	CURRENT 7/99-6/00 TOTAL	CURRENT 7/99-6/00 PROJ TTF	FY 2001 7/00-6/01 TOTAL	FY 2001 7/00-6/01 PROJ TTF
100% ST	40,485		0	9,478	9,478

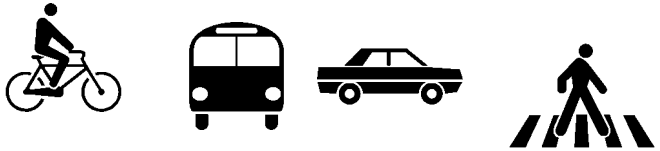
All $ X 1,000

GRUBB/HARVEY ROAD (N209), NAAMAN'S ROAD TO SCONSET DRIVE

PROJECT SCOPE/DESCRIPTION: Grubb Road, Naaman's Road to Marsh Road, is primarily drainage and intersection improvements including transit and pedestrian enhancements as needed.

Harvey Road, Marsh Road to Sconset Drive will be traffic calming through the Ardens to address the needs and concerns of the community. This project will begin after a consensus is reached in the community and with WILMAPCO and DelDOT. Estimates and schedules will be refined.

PROJECT JUSTIFICATION: Several areas along this roadway are experiencing drainage problems. WILMAPCO is currently managing a study for traffic calming throughout the Arden area.



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

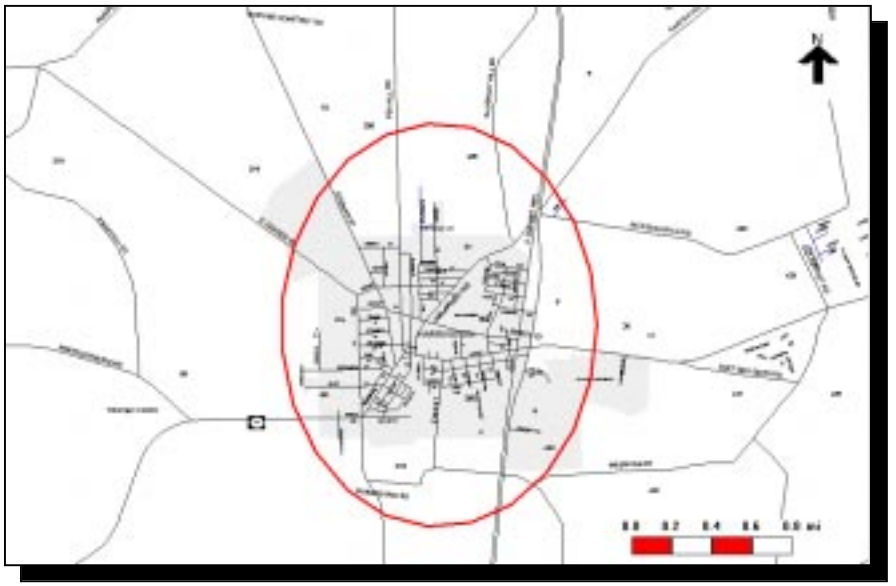
FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	CURRENT 7/99-6/00 PROJ TTF	FY 2001 7/00-6/01 TOTAL	FY 2001 7/00-6/01 PROJ TTF
						0		78
93-061-14	Drainage	100% ST	122	PE	122		100	
		100% ST	210	R/W	210			
		80% FHWA	2,800	* C				

All $ X 1,000

HARRINGTON BYPASS

PROJECT SCOPE/DESCRIPTION: The study for a truck bypass around the Harrington area will be completed in Program Development during the 1998/99 fiscal years. Design project solutions can begin in FY 2001.

PROJECT JUSTIFICATION: A bypass is needed to alleviate the need for trucks to go through the main town area. The heavy truckloads create the necessity to replace sewer pipes routinely.



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

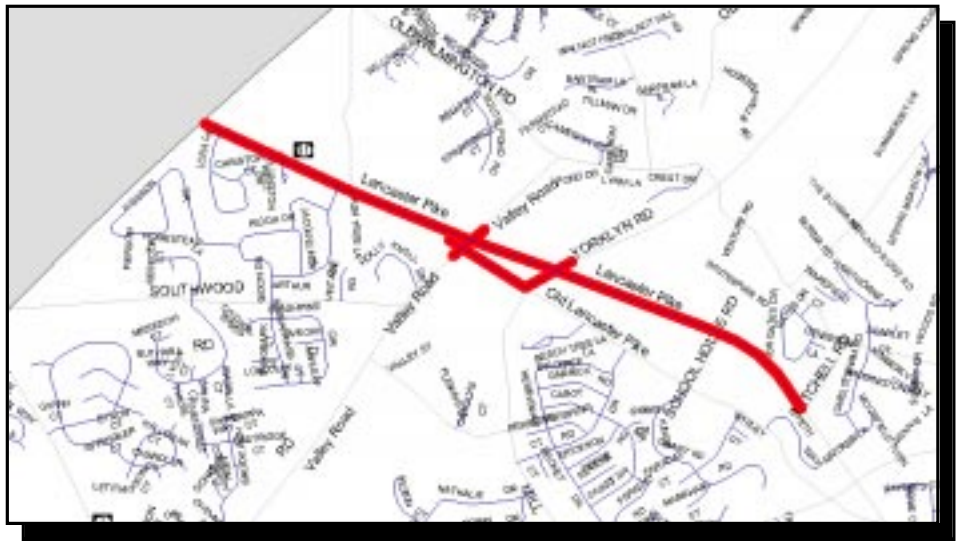
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	CURRENT 7/99-6/00 PROJ TTF	FY 2001 7/00-6/01 TOTAL	FY 2001 7/00-6/01 PROJ TTF
					0		100
	100% ST 80% FHWA	100	PE * C			100	

All $ X 1,000

HOCKESSIN BOULEVARD (SR 41, LANCASTER PIKE)

PROJECT SCOPE/DESCRIPTION: Through a community involvement process, develop a conceptual plan to address current traffic and pedestrian safety issues in this 2-3/4 mile long corridor. The plan may also address, the need for improved aesthetics, and/or streetscape treatments.

PROJECT JUSTIFICATION: In 1997, the Highway Safety Improvement Program identified the need for roadway and intersection improvements to correct recurring accident conditions in the corridor.



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

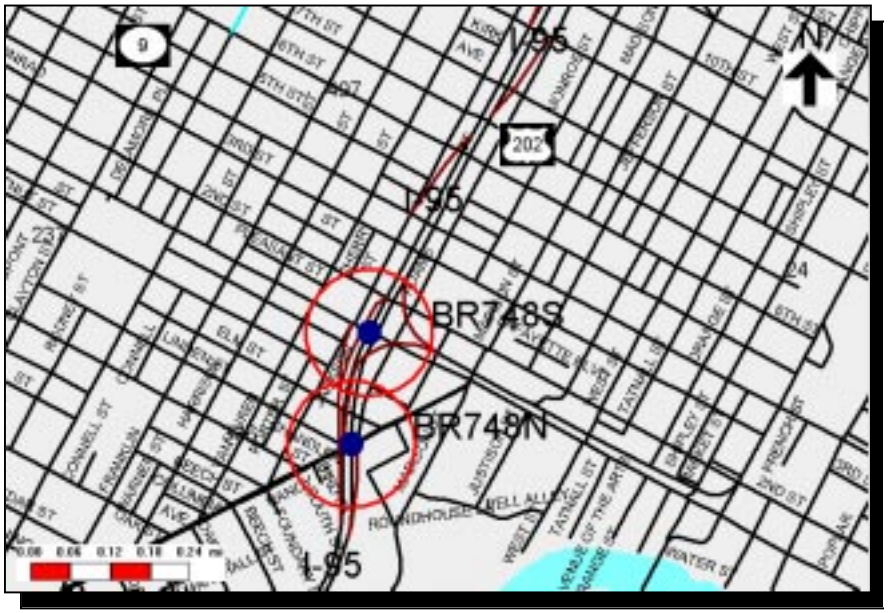
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99 – 6/00 TOTAL	PROJ TTF	FY 2001 7/00 -6/01 TOTAL	PROJ TTF
					0		500
	100% ST	500	PE			500	

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.

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 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		2,447
96-074-07	90% FHWA	140	PE	140			
	90% DISC FHWA	27,000	C			27,000	

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.

As part of the I-95 traffic mitigation plans, additional interstate access will be provided on I-495 in Wilmington by constructing two of the four missing ramp movements at the existing US 13 interchange. The first ramp will terminate at Rogers Road from I-495 southbound. The second will merge with the existing ramp southbound US 13 to reach I-495 northbound.

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

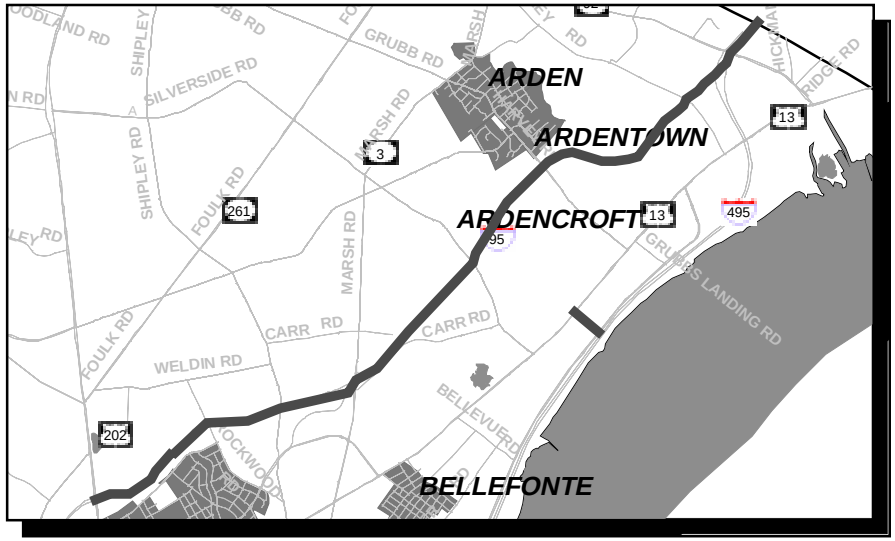
I-95, WILMINGTON VIADUCT TO PA LINE (CONTINUED)

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
						0		6,345
	Viaduct to US202	90% FHWA DISC FHWA	1,100 36,000	PE * C	400		700	
	Public Awareness	90% FHWA		* INF				
	Landscaping	100% ST 90% FHWA	65 1,000	PE C			65 1,000	
	Traffic Management Improvement	80% FHWA 90% FHWA	1,100 6,250	PE C	1,100		 6,250	
	ITMS Improvements Viaduct to US202	80% FHWA 80% FHWA	500 4,000	PE C	500		 2,000	
	ITMS Improvement US202 to PA Line	100% ST	2,566	C	2,566			
	Detour Buses, US202 to PA Line	80% FTA	1,960	PRO	1,960			
	Bus Service Operating Express - US202 to PA Line	100% ST	1,127	TR			456	
	TDM Strategies	80% FHWA	392	TR	125		130	
20-091-01	I-495 NB On Ramp to I-495 from SB US 13	100% ST	2,100	C	2,100			
	I-495 US 13 SB Off-Ramp to NB US 13	100% ST 100% ST 100% ST	300 500 3,900	PE/ENV R/W C			300 500 3,900	

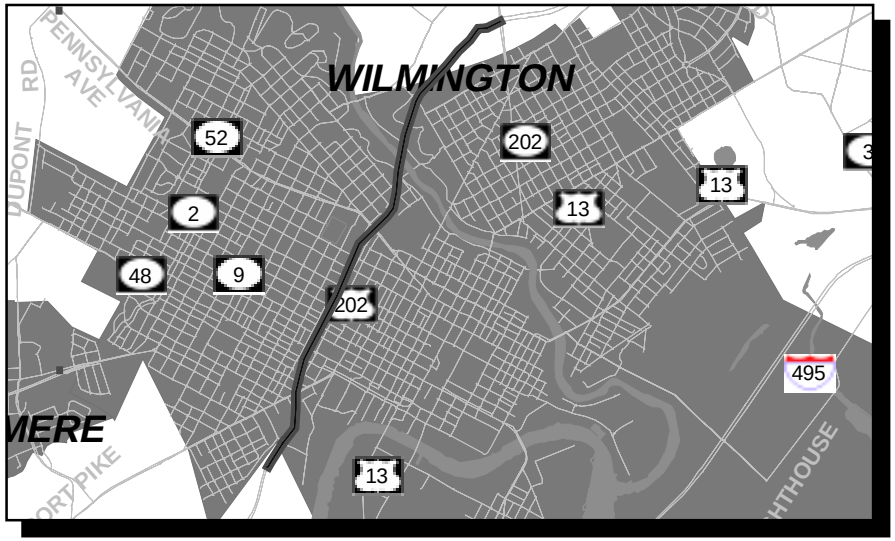
All $ X 1,000

I-95, WILMINGTON VIADUCT TO PA LINE (CONTINUED)

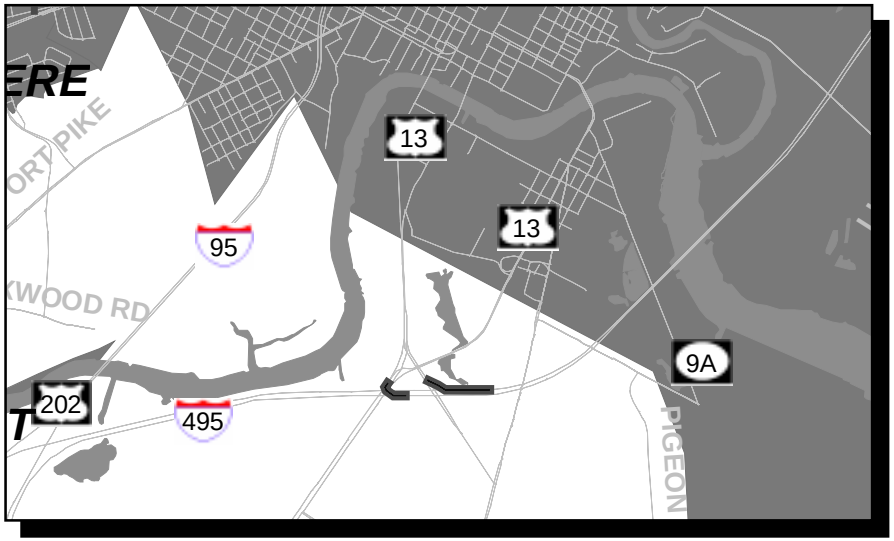
US202 TO PA LINE



WILMINGTON VIADUCT TO US202



I-495 TO US 13 AND US 13 TO I-495



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, kiosks, cable TV, internet access, interface to broadcast radio and television, 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	EST COST TO COMPLETE IN TODAY'S $	CURRENT 7/99-6/00		FY 2001 7/00-6/01	
			TOTAL	PROJ TTF	TOTAL	PROJ TTF
				0		1,661
Transportation Management Communications	80% DISC FHWA	1,040	1,040			
Statewide	80% FHWA	3,300			550	
New Castle County/I-95 Corridor	80% DISC FHWA	1,206	1,206			
	80% FHWA	8,650			2,200	
Kent County	80% DISC FHWA	254	254			
	80% FHWA	5,289	816		1,100	
Sussex County/Resorts Access	80% FHWA	5,746	1,126		1,100	
TMC Center	100% ST	3,370	3,370			
DelDOT Radio/AVL	80% FHWA	6,080			3,600	

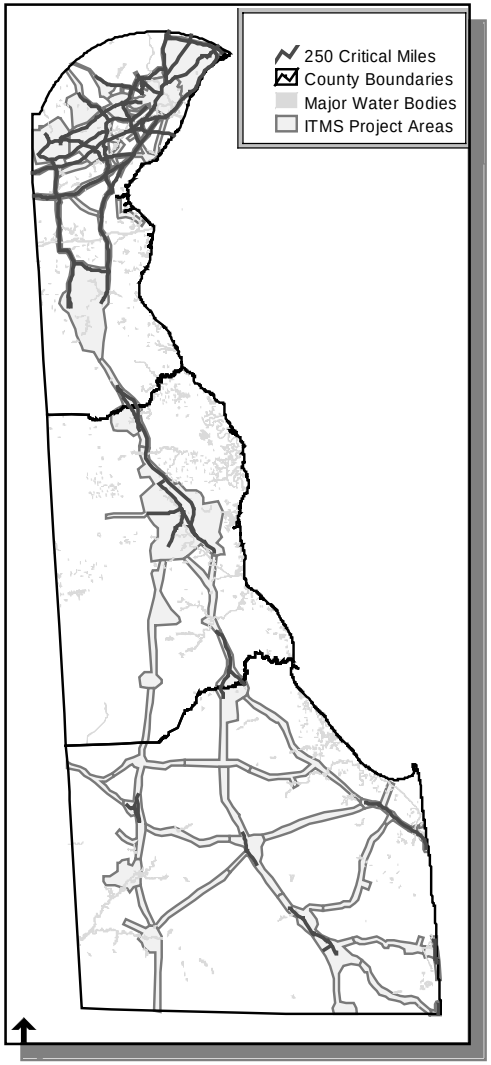
All $ X 1,000

INTEGRATED TRANSPORTATION MANAGEMENT SYSTEMS (ITMS) (CONTINUED)

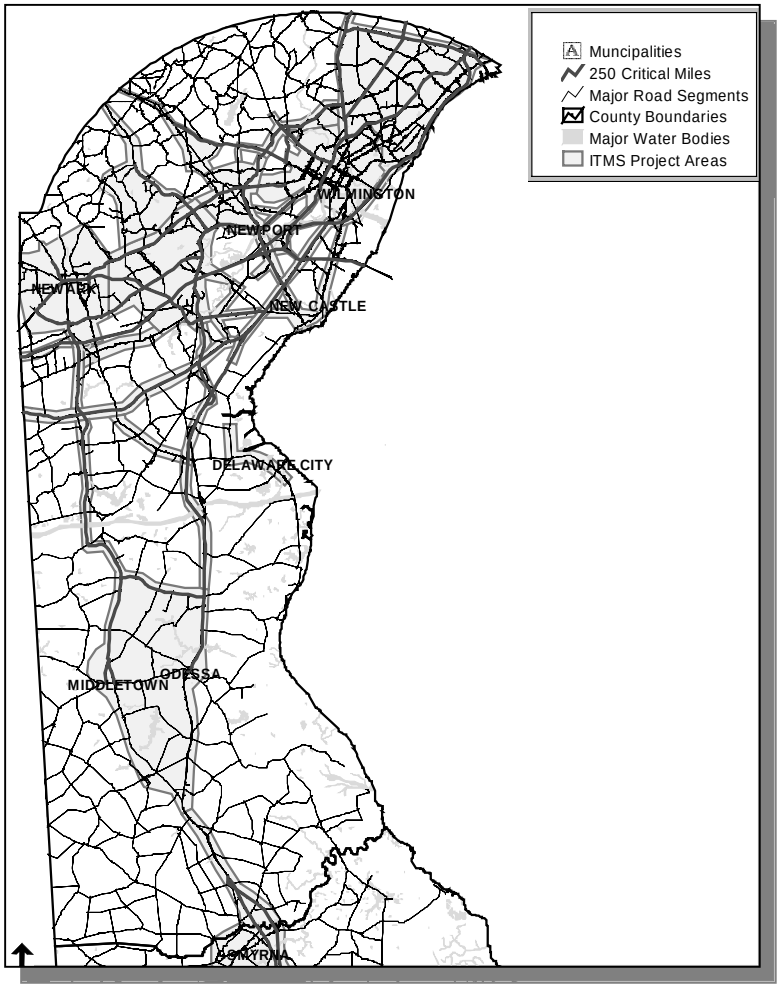
	FY 2000	FY 2001
TRANSPORTATION MANAGEMENT COMMUNICATIONS STATEWIDE	1,040	550
Includes all central office equipment to support statewide operations. During FY 99-00 major systems capable of managing 250 mile system will be in place. FY 01 through the out years provides for additional system to support field additions		
NEW CASTLE COUNTY I-95 CORRIDOR	1,206	2,200
FY2000 ITMS will be operational in Middletown-Odessa, US40, Newark, Churchmans Area, Newport, I-95 mitigation area, Rt. 141, US 13. FY 01-04 ITMS components will be installed along the remainder of the New Castle County portions of the 250 critical miles		
KENT COUNTY	1,070	1,100
During FY2000 ITMS field components will be in place in the Dover Area (Smyrna to Milford) FY01-04 ITMS field components will be installed along the remainder of the Kent County portions of the 250 critical miles.		
SUSSEX COUNTY/RESORTS ACCESS	1,126	1,100
FY 2000 ITMS field components will be operational along Rt. 1 and adjoining major roads from Milford to Fenwick, resort access routes from MD line to beach resorts to include Bridgeville, Georgetown and Millsboro. FY 2000 some ITMS components will be installed in Seaford in conjunction with Seaford road project. FY01-04 ITMS field components will be operational along the remainder of the Sussex portion of the 250 critical miles. FY 99 Major components of ITMS will be operational along US 40 from the MD line to US 13.		
TRANSPORTATION MANAGEMENT CENTER	3,750	
FY 2000 design of the Transportation Management Center (TMC) to begin with construction of TMC complete in FY 01.		
DelDOT Radio/AVL		3,600
FY 01 enhancement to 800 MHz radio system to support AVL capabilities for all DelDOT vehicles and mobile data. FY 02-05 installation of mobile data and AVL capabilities in DelDOT not-transit fleet.		

INTEGRATED TRANSPORTATION MANAGEMENT SYSTEMS (ITMS) (CONTINUED)

ITMS PROJECT AREAS

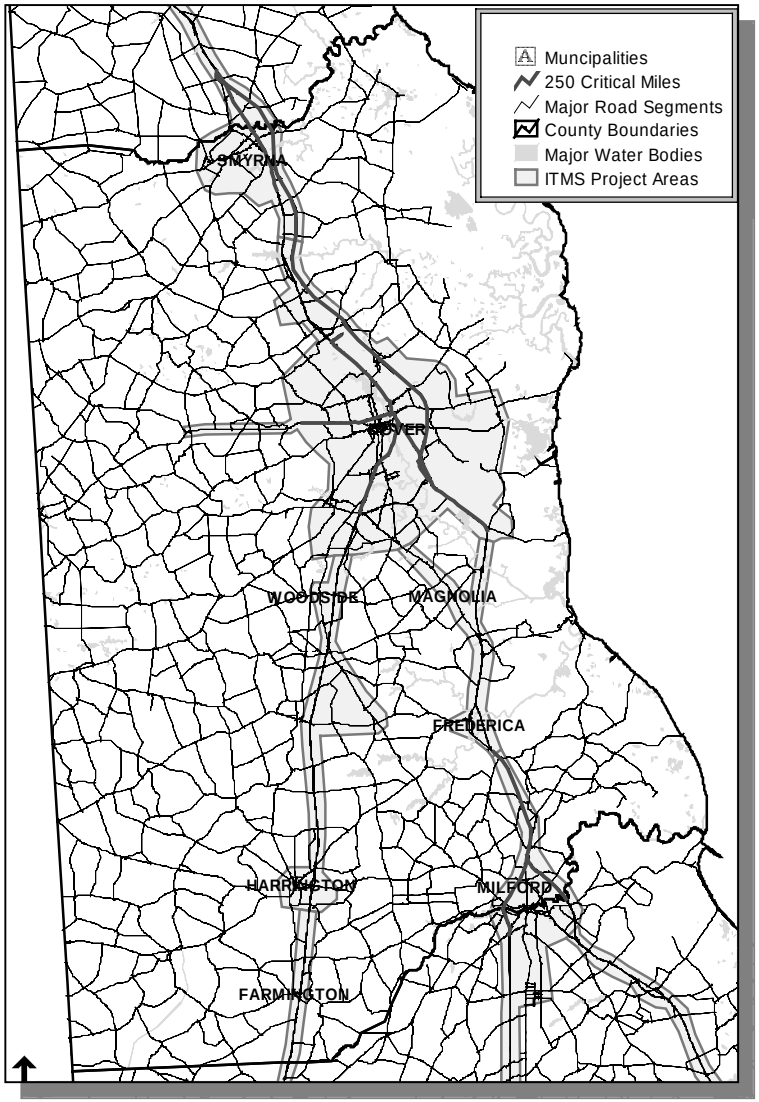


NEW CASTLE COUNTY ITMS

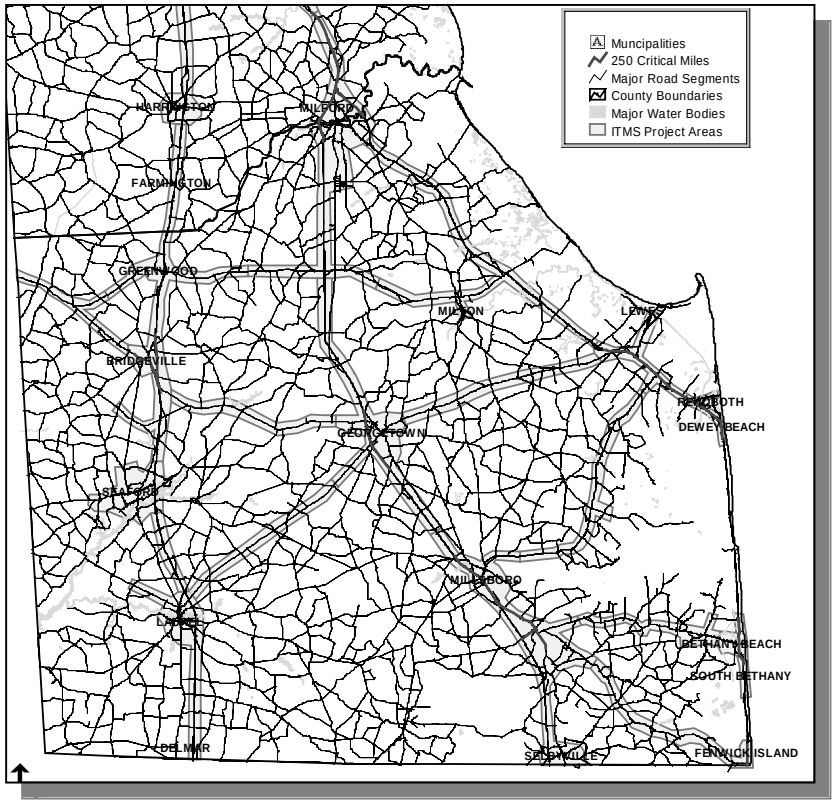


INTEGRATED TRANSPORTATION MANAGEMENT SYSTEMS (ITMS) (CONTINUED)

KENT COUNTY ITMS



SUSSEX COUNTY ITMS



INTERMODAL/MULTIMODAL TRANSPORTATION IMPROVEMENTS

PROJECT SCOPE/DESCRIPTION: Design and construction of bicycle and pedestrian facilities, transit access, park and ride facilities, traffic calming 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 will be identified over the six year period and recommended for funding by the Department Project Development Committee (PDC).

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

County: Statewide
Program Category: System Management

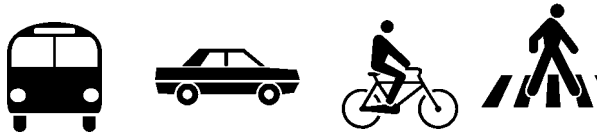
INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
							668
Traffic Calming	100% ST	1,200				400	
	80% FHWA	1,200					
Bicycle & Pedestrian Improvements	80% FHWA	5,790	PE/C	816		602	
Newark, Amtrak Corridor Bikeway	80% FHWA	600	PE/C	200		100	
Transit Access – Park –n- Ride Lots	80% FHWA	4,346	R/W/C	2,546		300	
Dover Sidewalks – US 13							
South White Oak Road to Townsend Blvd	80% FHWA	137	PE	137			
	100% ST	32	LANSC			32	
Loockerman to Division Street	80% FHWA	450	R/W			90	
	80% FHWA	728	* C				
Plantations Road Bike Lanes (S275) 3.12 miles	80% FHWA	136	PE/C			136	
Philadelphia Pike Curb Ramps, (N 24), 0.7 miles	80% FHWA	70	PE/C			70	
SR 2/SR141, Prices Corner Pedestrian Crossing	80% FHWA	100	PE/C			100	
Prang's Lane Pedestrian Crossing	80% FHWA	12	PE/C	12			

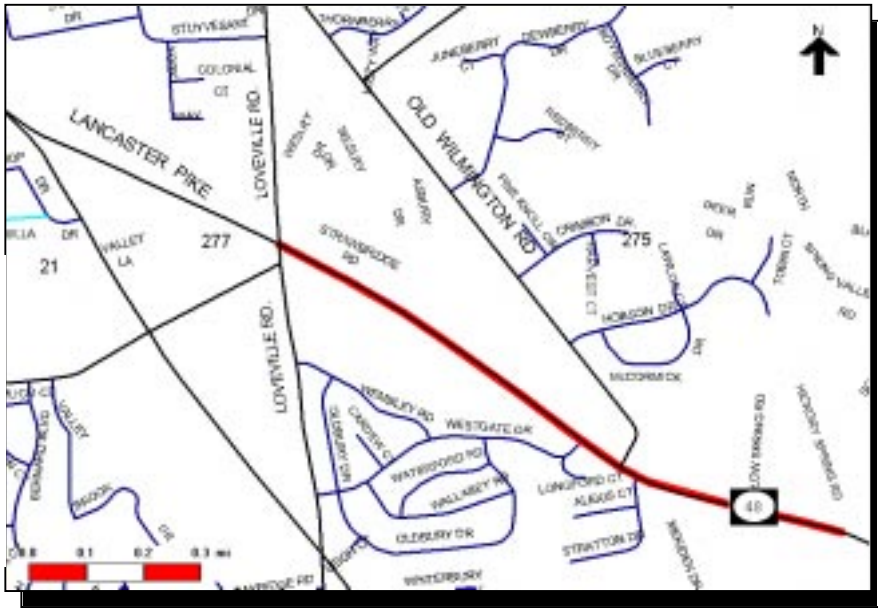
All $ X 1,000

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 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		570
98-118-02	100%ST	46	R/W	46			
	80% FHWA	2,850	C			2,850	

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. As individual projects are identified, they will be listed as separate projects in the CIP and funds will be deducted from this program.

In FY 2001, $100,000 will be authorized for replacement of intersection traffic signal infrastructure.

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	INDIVIDUAL PROJECT SEGMENTS	EST COST TO COMPLETE IN TODAY'S $	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
				0		550
100% ST	Materials & Minor Contracts	2,895	450		195	
	Traffic Signal Replacement	600			100	
	Possum Park Rd Drainage Improvements	381	381			
	Bowers Beach Drainage Improvements - North	255			255	
	Westminster Drainage Study	12	12			
	Wilson Road drainage	58	58			

All $ X 1,000

MUNICIPAL STREET AID

PROJECT SCOPE/DESCRIPTION: Grants to municipalities for municipal street 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 7/99-6/00		FY 2001 7/00-6/01	
	TOTAL	PROJ TTF	TOTAL	PROJ TTF
100%ST	6,000	0	6,000	6,000

All $ X 1,000

OPERATIONS FACILITIES
PROJECT DESCRIPTION AND COST ESTIMATES

INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S $	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
						3,895
DelDOT Main Headquarters		3,670			3,670	
Laboratory and Admin Building Renovations	100% ST	6,486	6,486			
North District						
Bear - Hydraulic Lift Replacement	100% ST	65	65			
Salt Storage Facility	100% ST	100	100			
Kiamensi Yard						
Yard Improvements	100% ST	291	291			
Talley Yard						
Storage Facility	100% ST	75	75			
Salt Storage Facility	100% ST	150	150			
Security/Privacy Barrier	100% ST	50	50			
Tybouts Corner						
Salt Storage Facility	100% ST	50	50			
Area Office Building	100% ST	200	200			
Expressways						
Chapman Road – Equipment Shed for Trucks	100% ST	269	269			
Turnpike Maintenance Bldg. – Roof Replacement & HVAC Ducts	100% ST	200	200			
Central District						
Electrical Upgrades	100% ST	64	64			
Magnolia Yard – New Office Structure Areas 7 & 21	100% ST	110	110			
South District						
Georgetown – Replace Telephone System	100% ST	20	20			
Gravel Hill – Area 4 South District Building	100% ST	140	140			
Seaford Maintenance Yard – Equipment Sheds (2)	100% ST	180	180			
Seaford Security Fence	100% ST	100	100			
I-95, Toll Administration Facility New Water System and Well		135			135	
Bear, Finish Sheds and Site Plan Requirements		90			90	

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 including a frontage road on SR 1, east of Dover.

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

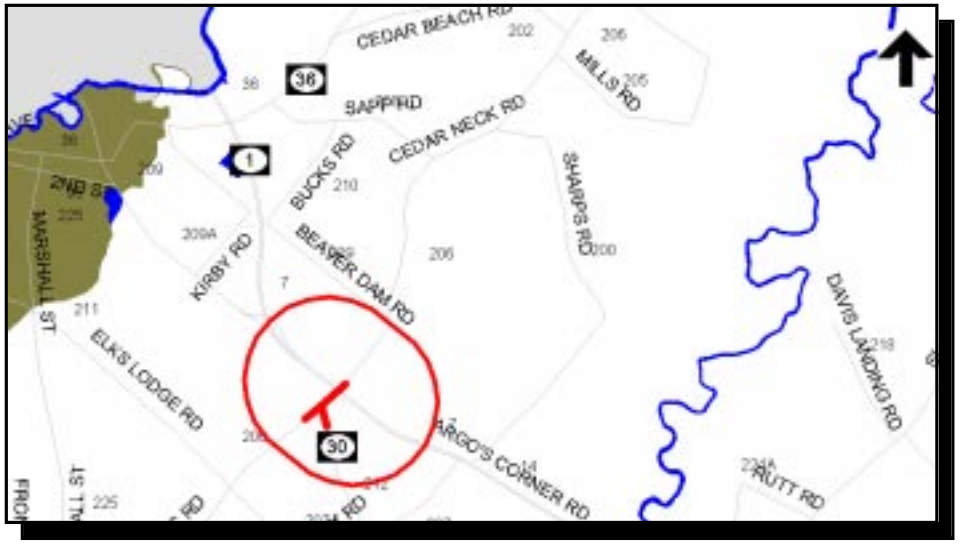
County: Statewide
Municipality:
Program Category: System Expansion
Representative District:
Senatorial District:

INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S $	CURRENT 7/99-6/00 TOTAL	CURRENT 7/99-6/00 PROJ TTF	FY 2001 7/00-6/01 TOTAL	FY 2001 7/00-6/01 PROJ TTF
				0		2,100
Other Projects to be Identified	80% FHWA	23,500			2,000	
	50% FHWA	*				
	100% ST	5,723	1,023		1,700	

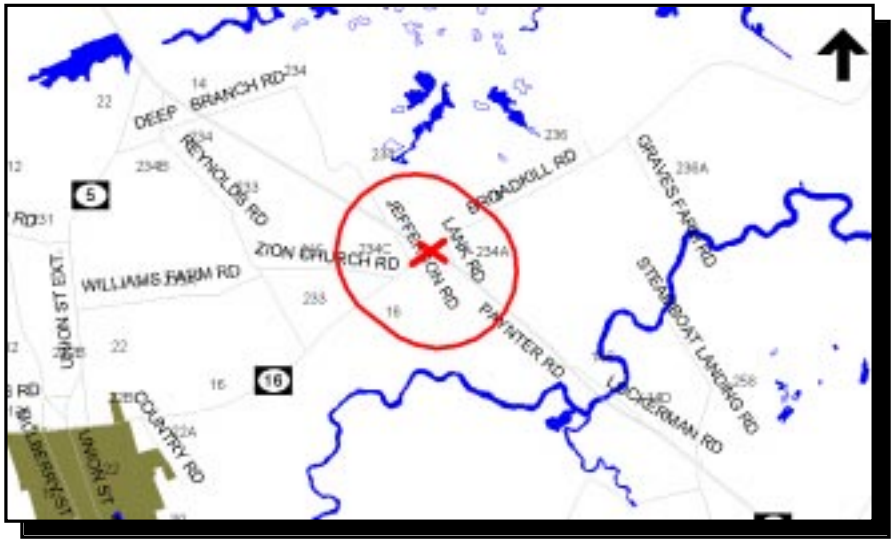
All $ X 1,000

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

A. SR 30 @ BUS SR 1

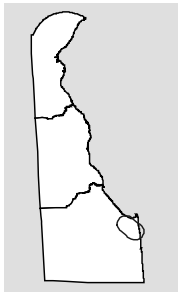


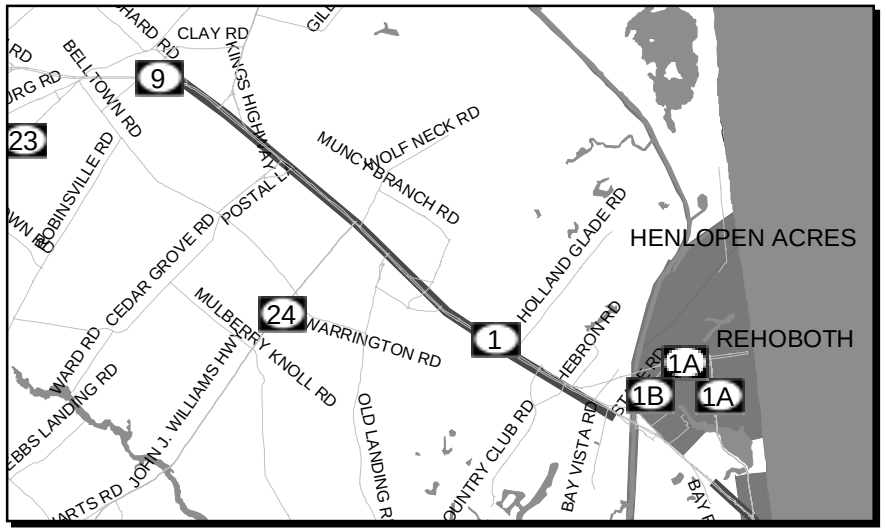
B. SR 1/SR 16



SR 1, GRID IMPROVEMENTS, REHOBOTH AVENUE TO FIVE POINTS

PROJECT SCOPE/DESCRIPTION: The proposed projects listed below are the result of Phase I of the SR 1 Grid Study. Further evaluation of proposed solutions and alternates as well as public involvement will be needed before these projects move forward to design.





Project 1 – Nassau Park-and-Ride Lot: This project is a 600- to 700-vehicle park-and-ride facility that would be located north of Five Points to intercept traffic from the north destined for Rehoboth Beach and Lewes/Cape Henlopen. The park-and-ride lot would have shared use potential and be coordinated with the SR265 grade separation being planned as part of the SR 1 Corridor Preservation Program north of Nassau. As part of the operation of the park-and-ride lot, it is anticipated there would be shuttle bus services into the resort areas and that the lot could be the site for bus transfer opportunities.

Project 2 – Nassau Ped/Bike Connection: Project 2 provides a new relocated section for a portion of the American Discovery/Millennium Trail, making use of the existing grade separation between SR 1 and the DelDOT-owned railroad tracks at Nassau. It would provide a ped/bike crossing of SR 1 away from the Five Points intersection. Future expansion to the east and west would need to be done by others as part of other projects.

Project 3/4A – Southbound SR 1 Shoulder Widening: This project involves widening the shoulder on southbound SR1 from north of Five Points to north of Route 24. This section of southbound SR 1 has constrained capacity and the widened shoulder will facilitate its multi-modal usage in accordance with AASHTO's recently updated guidelines. This project also adds a sidewalk and "green area" that is consistent with the Charles B. Mills Boulevard concept. It will require right-of-way acquisition and utility relocation.

Project 3/4B – Southbound SR 1 Third Lane Addition and Shoulder Widening: This project is an alternative to Project 3/4A with the same northern and southern limits. It will provide for a widened shoulder and also a third travel lane on southbound SR 1. This section of southbound SR 1 has constrained capacity and a third lane will increase the capacity and the widened shoulder will facilitate its multi-modal usage. The increased capacity will provide flexibility in coordinating the traffic signals to improve progression on SR 1. This project also adds a sidewalk and "green area" that is consistent with the Charles B. Mills Boulevard concept. Due to its wider cross section, it will require more right-of-way acquisition and utility relocation than Project 3/4A.

SR 1, GRID IMPROVEMENTS, REHOBOTH AVENUE TO FIVE POINTS (CONTINUED)

Project 5 – Ped/Bike Connection: Old Landing Road to Rehoboth: Project 5 provides a Bike Route 1 connection from Old Landing Road/Airport Road vicinity south to the entrance to Rehoboth on the west side of SR1. This project involves the construction of a high-grade bike/ped facility that connects local communities and satisfies citizen interests. Some sections involve shoulder improvements based on typical sections developed for this project (e.g. Old Landing Road, Airport Road, Phillips Street, and Martin Street); other sections would be on new right-of-way. The alignment of the ped/bike facility would also connect to the existing Rehoboth park-and-ride lot and DelDOT's proposed SR1 ped/bike intersection improvements at Church Street and Bald Eagle Road.

Project 6 – Rehoboth Entrance Improvements: This project improves operations and safety at the SR 1/1A split by providing a new access route connection to Rehoboth Avenue. It would use the existing SR 1 grade separation north of the Lewes and Rehoboth Canal and follow an alignment along the presently undeveloped Canal Landing area. This project requires acquisition of right-of-way from Canal Landing and the Corps of Engineers. It includes elements that were requested by the community, such as satisfying the request of the West Rehoboth community concerning Hebron Road and providing an option that would allow for the relocation of buses from State Road south of the Canal. It also would provide access to the Canal area by motorists, bicyclists and pedestrians and connect with DNREC's Lewes to Rehoboth multi-use trail north of Hebron Road.

Project 6A – SR 1/Rehoboth Avenue Intersection Improvement: This project would increase the capacity at the intersection of SR 1 and Rehoboth Avenue, expedite the flow of traffic leaving the beach, and allow more flexibility in optimizing traffic signal operations. It includes the addition of a third northbound lane on SR1 approaching Rehoboth Avenue and a second westbound lane on Rehoboth Avenue approaching SR 1. Since this project may eliminate bike use of the shoulder on these two approaches, implementation of Project 6A should be coordinated with Projects 5 and 6, the provision of a shoulder on northbound SR1 approaching Rehoboth Avenue, and ped/bike improvements along Rehoboth Avenue.

County: Sussex
Municipality:
Program Category: System Management
Representative District: 37
Senatorial District: 20

FMB ID OR PROJ #	FUNDING	PHASE	EST COST TO COMPLETE IN TODAY'S $	CURRENT 7/99-6/00 TOTAL	CURRENT 7/99-6/00 PROJ TTF	FY 2001 7/00-6/01 TOTAL	FY 2001 7/00-6/01 PROJ TTF
					0		2,000
	100% ST	PE	2,000			2,000	
	100% ST	* R/W	8,000				
	80% FHWA	* C	20,000				

All $ X 1,000

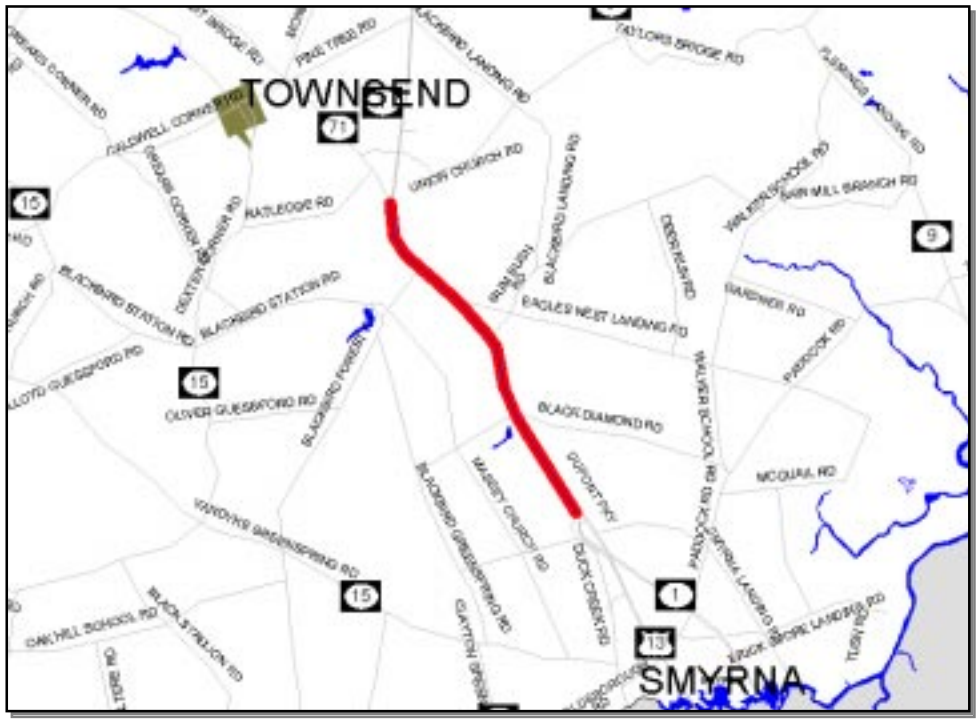
SR 1, NORTH OF SMYRNA TO SOUTH OF ODESSA

PROJECT SCOPE/DESCRIPTION: One major section remains to start construction of this limited access highway connecting Dover to I-95, predominately on new alignment. In FY 2000, construction will begin 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. The entire roadway will be open in 2003.

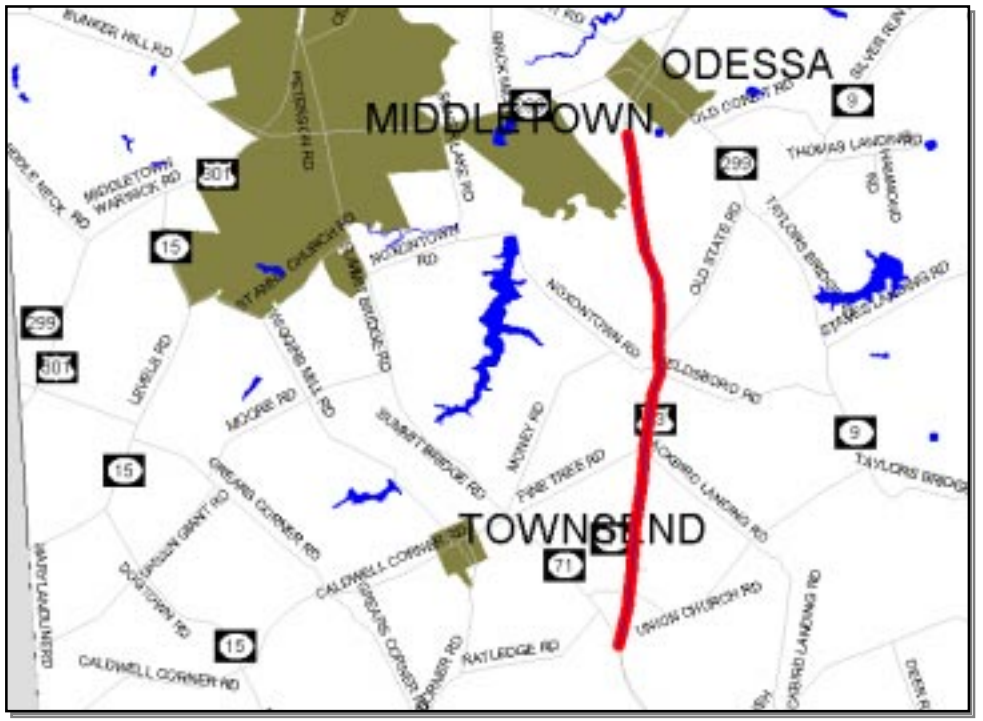
PROJECT JUSTIFICATION: To alleviate congestion on US 13 and provide a continuous limited access highway between I-95 and Dover.

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

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



B. Townsend to South of Odessa



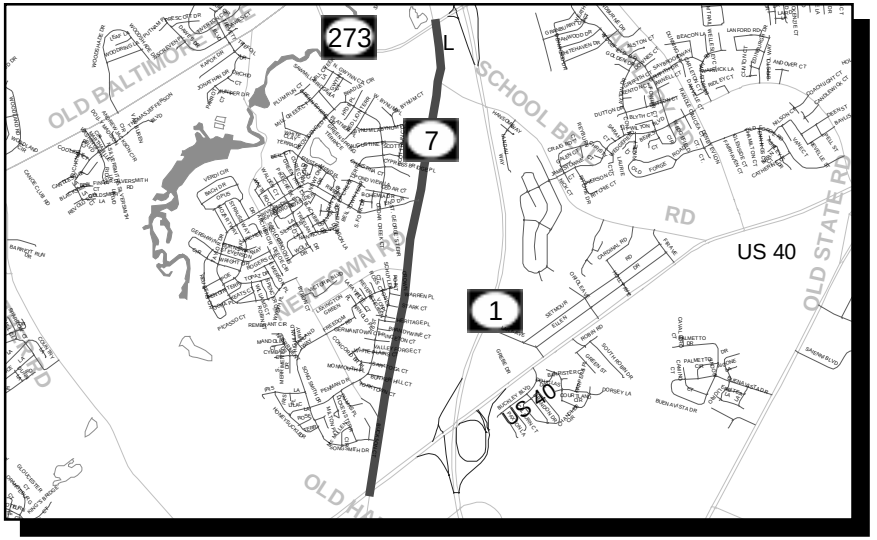
SR 1, NORTH OF SMYRNA TO SOUTH OF ODESSA (CONTINUED)

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST COMPLETE IN TODAY'S	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
						0		5,662
83-110-02	Mainline R/W	100% ST	500	R/W	500			
		100% ST	500	ENV	500			
83-110-01	Mainline PE	100% ST	50	PE	50			
	Noise Abatement	100% ST	500	C			500	
91-110-15	Townsend to South of Odessa	35% FHWA	200	PE	200			
		80% A/C FHWA	28,053	C			28,053	
87-110-01	Design Coordination	100% ST	200	PE	200			
	Construction Coordination	50% FHWA	8,631	C	2,400		2,400	

All $ X 1,000

SR 7 AREA IMPROVEMENTS (INCLUDING NEWTOWNE ROAD), US 40 TO SR273

PROJECT SCOPE/DESCRIPTION: Design and Construct transportation improvements to address Planned growth in the area along the SR 7. The projects will support a multi-modal transportation system. Projects in the SR 7 Corridor include:

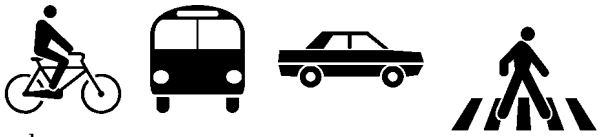


A. **SR 7, US 40 to Newtowne Road**: Widen SR 7 from two to four travel lanes, with improvements in pedestrian, bicycle and transit facilities to address congestion and improve mobility.

B. **SR 1/Newtowne Road Interchange**: Construct new interchange on SR 1 and connection to Newtowne Road at SR 7.

C. **SR 7, Newtowne Road to SR273:** Widen SR 7 from two to four travel lanes, with improvements in pedestrian, bicycle and transit facilities to address congestion and improve mobility

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. The project area includes all of SR 7 from south of US 40 to SR273 including access to SR 1 at Newtowne Road



SR 7 Corridor Improvements - Provide two travel lanes in each direction, between SR 7 and SR273, with intersection improvements; pedestrian and bicycle facilities; and transit facility and access enhancements.

County: New Castle **Representative District:** 15, 17, 24, 26, 27

Program Category: System Expansion **Senatorial District:** 10, 11, 12, 13, 14

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99 -6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01	PROJ TTF
	SR 7 IMPROVEMENTS							2,950
	A. SR 7, US 40 to	100% ST	2,500	PLAN	500			
	Newtowne Rd.	OTHER	50	PE	50			
		OTHER	2,000	R/W			2,000	
	B. Newtown Rd Ramps	100% ST	15,500	C			2,000	
	From SR 1	100% ST	600	PE			600	
	C. SR 7, Newtowne Rd to	100% ST	350	R/W			350	
	SR273	100% ST	4,000	* C				

All $ X 1,000

SR 26, ASSAWOMAN BAY TO US113

PROJECT SCOPE/DESCRIPTION: In conjunction with the SR 26 Advisory Committee, DelDOT developed specific recommendations to address the identified project needs. The recommendations were presented at a Public Workshop in August 1999. The recommended improvements, which are designed to improve the operational efficiency of SR 26 and the surrounding local road network, are listed below:

1. **Intersections**
   - SR 26/SR 54/S365 (Clarksville) – Realign intersection
   - SR 26 and intersections with Railway Road, Grants Road, Woodland Road and Windmill Road – Install bypass lanes/left-turn lanes
   - SR 26/Old Mill Road – Improve signal timings
   - SR 26/Central Avenue – Install SB right-turn lane, install EB right turn cutout
   - SR 26/West Avenue – Install traffic signal, realign intersection, add left-turn lanes on SR 26

2. **Alternate Route -** Improve cross section to 11-ft. travel lanes and 4-ft. shoulders on Roads 54, 353, 352, 84, and 368 to provide for an alternate route to SR 26.

3. **Sidewalks –** Install new sidewalks and repair the existing sidewalks from Old Mill Road to Assawoman Canal.

4. **Improve access** – Improve commercial access points (delineation, channelization) between Clarksville and the Assawoman Canal.

5. **Shoulders** – Improve/add shoulders along SR 26 to a minimum width of 5 feet to provide adequate bicycle facilities, between Clarksville and the Assawoman Canal

Due to safety concerns and proposed commercial developments in the area, we are also currently evaluating more detailed improvements between Old Mill Road and Cedar Drive in Millville.

PROJECT JUSTIFICATION: In the summer and fall of 1998, the Department collected traffic count data on SR 26 from the Assawoman Canal to US113. Based on the traffic information and an inventory of existing conditions in the study area, a Project Needs Report was completed in February 1999. The Needs Report identified four components that contribute to the need for improvements to SR 26.

SR 26, ASSAWOMAN BAY TO US113 (CONTINUED)

1. **Congestion**
   - Primarily concentrated in Dagsboro and Ocean View
   - High summer average daily-traffic and weekend traffic, in excess of 20,00 vehicles per day on summer weekends.
   - Failing level of service at the following SR 26 intersections
     West Avenue
     Central Avenue
     Route 17
     Route 20
     Main Street South (Dagsboro)
   - Low average speeds
2. **Safety**
   - Higher than average accident rate between Clarksville and Old Mill Road
   - High number of accidents at 6 intersections along SR 26
3. **Access** – Many businesses along SR 26 have no or poorly delineated access points, particularly in Millville and Ocean View, which contributes to potentially hazardous situations and additional backups.
4. **Roadway Conditions** – Lack of adequate shoulder area, particularly for bicyclists, in Millville and Ocean View.

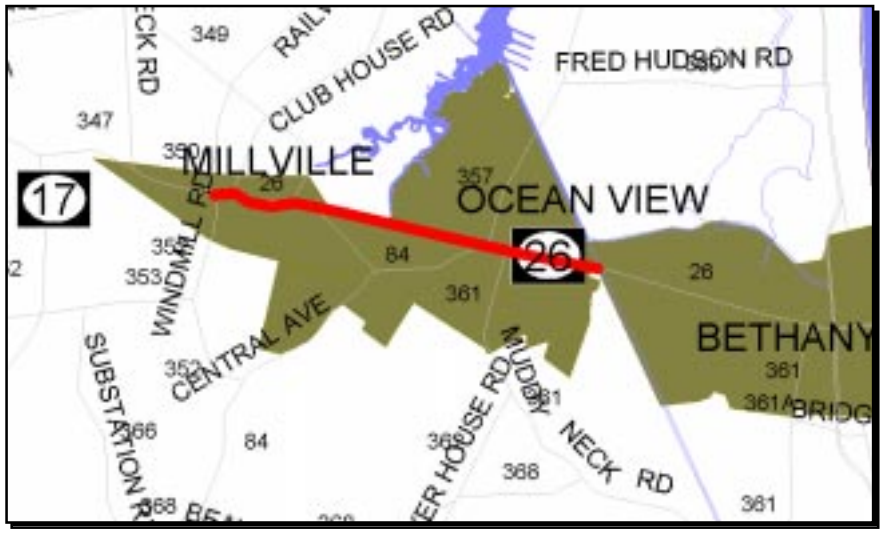
The findings of the Needs Report were presented in February to the SR 26 Advisory Committee, a group that includes local government leaders, business owners, developers, and local residents. The Advisory Committee concurred with the conclusions included in the Needs Report.

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

SR 26, ASSAWOMAN BAY TO US113 (CONTINUED)

SR 26, Alternate Route

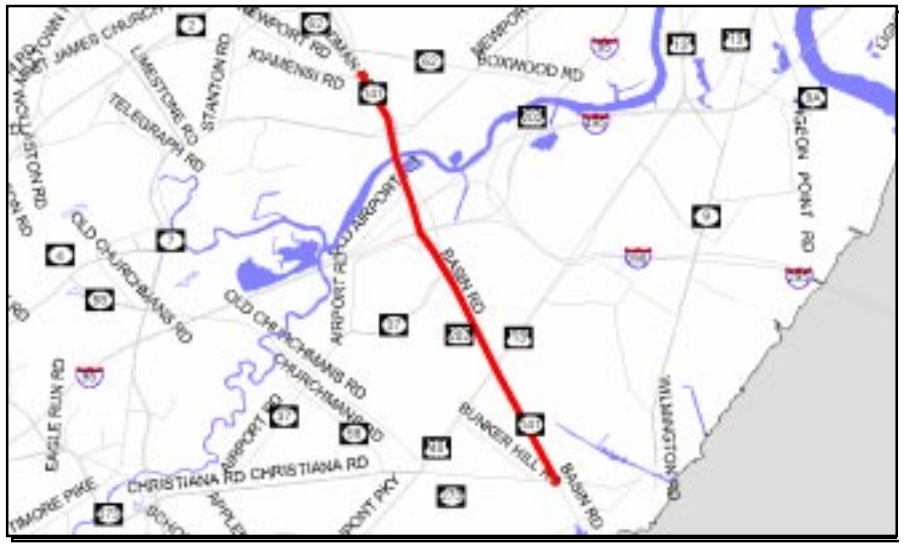
SR 26, Atlantic Avenue



INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		1,250
Alt. Route, Omar Rd.(S353), Windmill Rd.(S368)	100% ST 100% ST 80% FHWA	1,250 100 7,650	PE * R/W * C			1,250	
SR 26, Atlantic Avenue	100% ST 100% ST 80% FHWA	1,250 500 7,750	* PE * R/W * C				
Dagsboro Intersection	100% ST	100	* C				

All $ X 1,000

SR141 BASIN RD., SR273 (FRENCHTOWN ROAD) TO BURNSIDE BOULEVARD



PROJECT SCOPE/DESCRIPTION: This project will be constructed in three phases, as the area of concrete has ASR (Alkali Silica Reaction), the concrete degradation along the roadway.

BR680 will include replacement of the superstructure and rehabilitation of the substructure. Additional clearance will be gained by using high performance steel girders and fiber reinforced plastic deck panels with high performance concrete overlay.

SR141 North of US 13 to US 13, Washington Avenue, SR141 to US 13, will include safety improvements along SR141 extension of Washington Avenue to SR141; closure to Pennsylvania & Delaware Avenue at SR141 and Washington Avenue at US 13; Jay Drive driveway closure.

Pavement rehabilitation from SR141 to Burnside Boulevard will include reconstruction of pavement with shoulders and sidewalks, and will be completed in two separate phases, SR273 to Jay Drive and SR141 from Jay Drive to Burnside Boulevard.

PROJECT JUSTIFICATION: To alleviate the ASR problem.

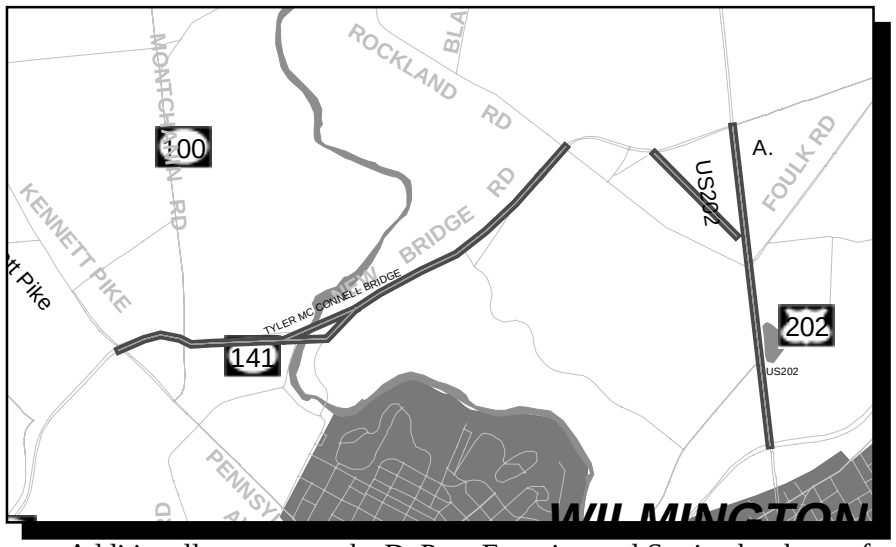
County: New Castle
Municipality:
Program Category: System Preservation

Representative District: 15,17,19
Senatorial District: 9,12,13

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
						0		134
99-071-10	BR680, US 13 and SR141	100% ST	150	R/W	150			
		80% FHWA	3,375	* C				
	SR141, Basin Rd. to Burnside Blvd.	100% ST	180	PE			180	
	SR273 to Jay Drive	80% FHWA	11,500	* C				
	Jay Drive to Burnside Boulevard	80% FHWA	15,500	* C				
99-007-01	SR141, North of US 13 Beginning	100% ST	455	* R/W				
	at Delaware Avenue to Jay Drive	90% FHWA	927	* C				

All $ X 1,000

SR141, KENNETT PIKE TO US202



PROJECT SCOPE/DESCRIPTION:

SR 52 to Alopocas – Design for this project will continue while working with the Citizens Advisor Committee to resolve any issues.

Rockland Road to US202 – Improvements along US202 and the SR141 Intersection including storm water management, wetland mitigation, historic enclave, bicycle/pedestrian improvements and bicycle/pedestrian crossing of US202.

Tyler McConnell Bridge - The Tyler McConnell Bridge is an existing two-lane structure crossing the Brandywine River near the DuPont Experimental Station and the Hagley Museum. This project will provide a new four-lane bridge with improvements to the SR141 corridor from Alapocas Drive to Rte. 100. This segment of SR141 and the Tyler McConnell Bridge have had several years of discussions with the community identifying critical issues and concerns of this environmentally and historically sensitive area. Additionally, access to the DuPont Experimental Station has been of key concern to the community as well, recognizing the need for safe and sufficient entrances to serve this company. The community Steering Committee for this segment of SR141 will continue to play an important role in the development of the transportation solution for this segment, including the bridge design as a critical link in this corridor. As a two-lane facility, the existing Tyler McConnell Bridge has limited capacity for the current traffic volumes and will continue to act as a pinch point in this segment of the SR141 corridor. This bridge serves regional and local traffic and is a critical link in the SR141 corridor supporting major business centers such as the DuPont Company and Astra-Zeneca. The existing signal at the entrance to the DuPont Experimental Station at the base of the bridge, creates operational and congestion problems due to the traffic volumes and limited roadway capacity. The bridge and roadway approach improvements will eliminate this signal and provide additional capacity to support the projected travel demand patterns for this area.

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

SR141, KENNETT PIKE TO US202 (CONTINUED)

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99 -6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01	PROJ TTF
						0		17,428
	SR 52 to Alopocas	80% FHWA	762	PE	450		312	
	Rockland Road to US202	100% ST	3,013	* PE	3,013			
		100% ST	3,000	R/W	2,000		1,000	
		100% ST	73,456	C			9,757	
	Tyler McConnell Bridge	100% ST	500	PLAN	500			
		100% ST	6,700	PE			6,700	
		100% ST	8,000	*R/W				
		80% A/C FHWA	61,693	C	3,200			

All $ X 1,000

SR273, I-95 TO OGLETOWN

PROJECT SCOPE/DESCRIPTION: Resurfacing, intersection and turn lane improvements to allow for easier movement through this restricted corridor.

PROJECT JUSTIFICATION: This section needs to be improved to complement the traffic flow between I-95 and the recently completed section of SR273 to Newark.

County: New Castle
Municipality:
Program Category: System Management
Representative District: 14, 18
Senatorial District: 9

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
					0		363
91-061-01	100% ST 80% FHWA	363 4,156	PE * C			363	

All $ X 1,000

SUBURBAN STREET, DRAINAGE AND MISCELLANEOUS TRANSPORTATION IMPROVEMENTS

PROJECT SCOPE/DESCRIPTION: Funding designated by individual legislators ($275,000 per legislator) for specific transportation related projects. In FY 2000, legislators received $300 per legislator or $20.1 million, through reprogramming of prior year funds.

PROJECT JUSTIFICATION: State legislative mandated program.

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

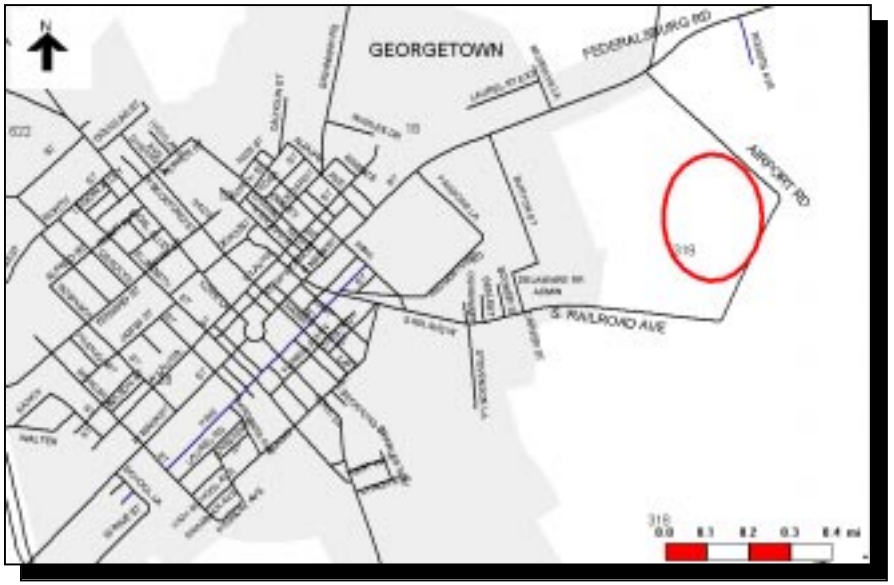
FUNDING	CURRENT 7/99-6/00		FY 2001 7/00-6/01	
	TOTAL	PROJ TTF	TOTAL	PROJ TTF
		0		18,550
100%ST	20,100		18,550	

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.



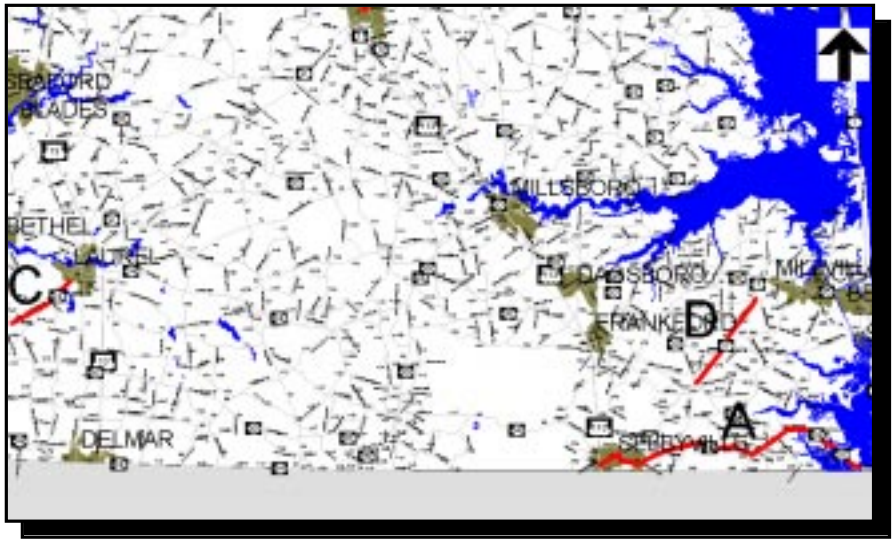
County: Sussex
Municipality:
Program Category: System Management
Representative District: 41
Senatorial District: 19

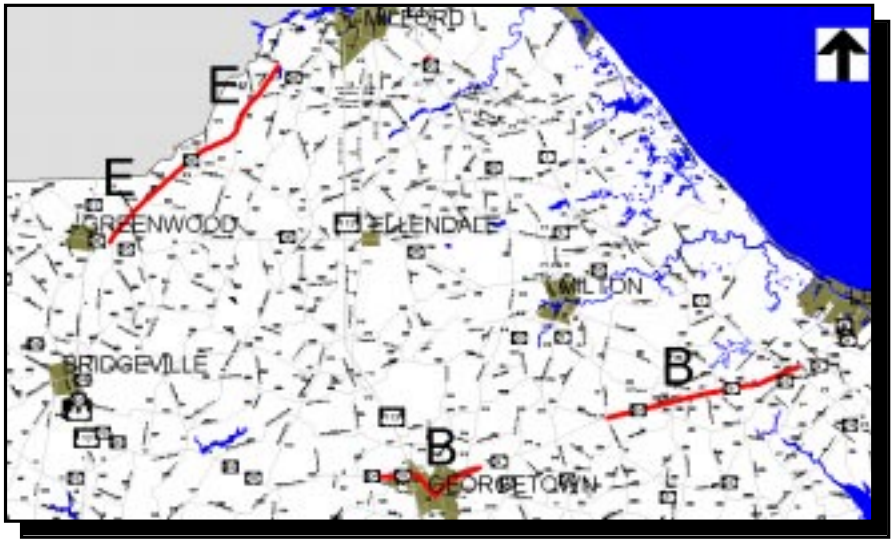
FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	CURRENT 7/99-6/00 PROJ TTF	FY 2001 7/00-6/01 TOTAL	FY 2001 7/00-6/01 PROJ TTF
						0		0
	Perimeter Access Road Apron Expansion	5% ST 5% COUNTY	350 50	C C	50		350	

All $ X 1,000

SUSSEX COUNTY EAST/WEST IMPROVEMENTS

PROJECT SCOPE/DESCRIPTION: Sussex County Council has adopted a 5 year capital transportation program. We will be working with Sussex County along with other citizenry define a program. This program could possibly include but not be limited to the following roadways:





A. SR 54, from S 58C westerly to US113.
B. SR404, east of US113 to Delaware Technical and Community College, west of US113, and east of SR 5 to SR 1, west of Lewes
C. SR 24 including intersections at S499, where intersection S459 is used to go to Trap Pond State Park.
D. SR 17 from Roxana with intersection at SR 20 to SR 26, west of Millville.
E. SR 36 from US113, west of Milford to SR404 east of Greenwood.

County: Sussex **Municipality:**
Program Category: **System Management**
Senatorial District:

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	CURRENT 7/99-6/00 PROJ TTF	FY 2001 7/00-6/01 TOTAL	FY 2001 7/00-6/01 PROJ TTF
					0		2,000
	100% ST	2,000	PE			2,000	
	100% ST	3,000	* ENV				
	100% ST	5,000	* R/W				
	80% FHWA	10,000	* C				

All $ X 1,000

TRANSIT FACILITIES EXPANSION, STATEWIDE

PROJECT SCOPE/DESCRIPTION AND JUSTIFICATION:

A. Georgetown Facility – Design and construct a 3-bay facility for transit vehicle maintenance and offices for on site personnel. A separate building housing an automated vehicle wash capable of washing buses and highway maintenance equipment will be constructed.

B. Dover Operations Facility – 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 113. This facility will house DTC's Kent County Operations and vehicle maintenance in addition to the Central Administrative staff.

C. New Castle – Mid County – Land acquisition, design and construction of a satellite facility to house a portion of DTC's New Castle fixed route and paratransit operations including vehicle storage and maintenance.

D. Wilmington Operations Facility – Expansion of bus parking lots, repaving and addition of sand filters to existing lots and replacement of structural components in existing Facility.

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

FMB ID OR PROJ#	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
						0		3,237
	A. Georgetown Facility							
	Bus Wash	80% FTA	200	C	200			
97-502-06	Bus Wash	100%ST	179	PE	179			
	Emergency Generator	100% ST	30	C	30			
97-502-05	B. Dover Operations Facility							
	Design Construct	80% DISC FTA	6,840	PE/C	6,840			
	Equipment/Furnishings	100% ST	2,700	PE/C	2,700			
		80% DISC FTA	620	PE/C	620			
	Alternative Fuel	80% FTA	693	* C				
		100% ST	1,722	*				
	C. New Castle County – Mid							
	Design	80% DISC FTA	790	PE	790			
	Site Development	80% DISC FTA	1,079	PE	1,079			
	Construction	100% ST	5,727	C			5,727	
	Special Equipment	100% ST	3,198	C			3,198	
	Interior Construction	100% ST	1,500	C			1,500	
	Equipment Furnishings	100% ST	50	PRO			50	
	Alternative Fuel	100% ST	2,415	* C				
	D. Wilmington Operations Facility							
	Land Acquisition Demolition	100% ST	715	R/W			715	
	Sand Filter/Garage Doors/Repaving	100% ST	175	C			175	
	DART II Roof and Alarm System	100% ST	65	* C				
	Replace Vehicle Maint. Lift	100% ST	217	* C				

All $ X 1,000

TRANSIT PASSENGER FACILITIES

PROJECT SCOPE/DESCRIPTION:

Purchase and installation of bus stop pads, passenger shelters, associated lighting systems, benches, schedule display racks, trash receptacles and bus stop signs. Approximately 25% 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.

PROJECT JUSTIFICATION: To improve transit passenger amenities throughout the state.

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

INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S $	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
Transit Bus Stop Improvements	100% ST	2,340	320	0	1,000	1,000

All $ X 1,000

TRANSIT VEHICLE EXPANSION

PROJECT SCOPE/DESCRIPTION:

1) Medium Duty Buses – 2 expansion vehicles to be used SR 1, Fenwick Island area.
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	EST COST TO COMPLETE IN TODAYS $	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
				0		1,003
1) 30' Medium Duty Buses – 2 for Fenwick Island	100% ST	397	397			
2) Paratransit Buses 25' Cutaways (8) in FY 00	80% FTA	2,173	480		346	
	100% FTA	577			577	
3) Support Vehicles	100% ST	614	257		357	
4) Security Cameras Rec & Hard Drive	100% ST	100	100			

All $ X 1,000

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT

PROJECT SCOPE/DESCRIPTION AND JUSTIFICATION:

A. **30' Medium Duty Buses** – Purchase buses and Inspection Services in FY 1999 (15), FY 2000 (11) to be used in accordance with the DelDOT/DTC approved Service Plan and supporting vehicle replacement schedule.
B. **25' Cutaway Transit Buses** – Purchase buses and Inspection Services in FY 2000 (15) to be used in accordance with the DelDOT/DTC approved Service Plan and supporting vehicle replacement schedule.
C. **40' Transit Buses** – Purchase a combination of low floor (51) and standard floor (19) buses and Inspection Services in FY 1999 (46) and FY 2001 (24) to be used in accordance with the DelDOT/DTC approved Service Plan and supporting vehicle replacement schedule.
D. **Intercounty Buses** – Seven (7) buses in FY 1999 to be used in accordance with the DelDOT/DTC approved Service Plan and supporting vehicle replacement schedule.
E. **Paratransit Buses/Vans** – Purchase buses and Inspection Services in FY 2001 (42), to be used in accordance with the DelDOT/DTC approved Service Plan and supporting vehicle replacement schedule
F. **Section 5310** – Program funds for organizations to provide transportation for the elderly and disabled (Agencies).
G. **Unicity Buses** – Purchase one replacement bus biannually (City of Newark)
H. **Support Vehicles** –Street supervision and staff vehicles and pickup trucks, to be used in accordance with the DelDOT/DTC approved vehicle replacement schedule.
I. **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.
J. **Madison Street Facility Upgrades** – Purchase and installation of emergency generator for facility electrical system, energy management system for floor scrubber for maintenance of area and replacement of 1 HVAC chiller.

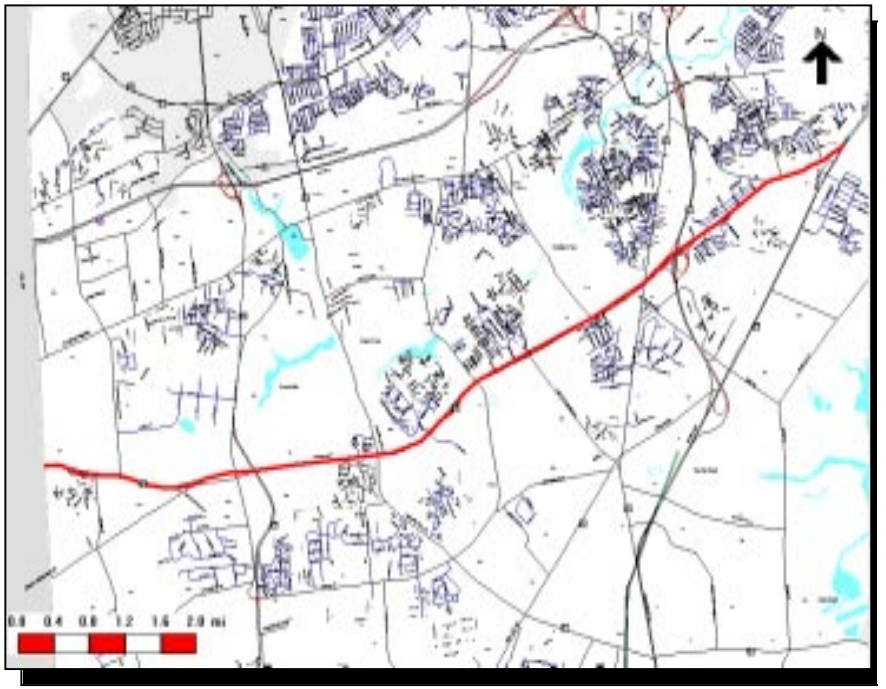
County: Statewide
Program Category: System Preservation

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT (CONTINUED)

INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S $	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
				0		6,935
A. 30' Medium Duty Buses – Fixed Route	80% FTA	1,526	1,526			
	100% ST	1,172	1,172			
A. 30' Medium Duty Buses – Fixed Route	100% ST	1,823	1,569			
A. 30' Medium Duty Buses – Fixed Route	80% FTA	346*				
B. 25' Cutaway Transit Buses (16)	100% ST	1,200	1,200			
	80% FTA	1,500*				
C. 40' Transit Buses (46)	80% FTA/A/C FTA/DISC	9,994	9,994			
	80% DISC FTA	2,481	2,481			
	100% ST	1,025	1,025			
C. 40' Transit Buses (24)	80% AC FTA	4,526			4,526	
	100% ST	2,514			2,514	
D. Intercounty Buses – 30' (1)	100% ST	202	202			
E. Paratransit Buses (42)	80% FTA	978	978			
	100% ST	1,543	1,543			
Paratransit Buses (42)	100% ST	2,584			2,584	
Paratransit Buses (30)	100% ST	1,901*				
Paratransit Buses (30)	80% FTA	1,958*				
Paratransit Buses (107)	80% FTA	7,466*				
F. Sec 16B2 (5310) Buses -	80% FTA	2,338	334		334	
Elderly & Handicapped	100% ST	2,338	334		334	
	80% FTA	334	334			
G. Unicity Buses	100% ST	368	90			
H. Support Vehicles	80% FTA	1,277	409			
	100% ST	830	354		299	
I. Transit Maintenance Equipment and Tools	100% ST	906	122		109	
J. Transit Facilities Preservation – Madison Street	100% ST	139			139	

All $ X 1,000

US 40, MARYLAND LINE TO US 13, CORRIDOR IMPROVEMENTS



PROJECT SCOPE/DESCRIPTION: Design and construct transportation improvements for the next twenty years to address planned 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. Some of the projects have been identified and programmed. Projects will continue to be programmed for design and construction as warranted, through the work of the Steering Committee.

Projects that have been defined are listed below and are intended to maximize the use of existing infrastructure. Improvements designed to expand the transportation system are listed under the System Expansion category for US 40.

A. **Church Rd, US 40 to Queensbury Village I** – A priority of the Steering Committee, this project is needed to address access to future Leisure School and demands from the Waterford II and Queensbury Village proposed developments. The improvements to Church Rd include two travel lanes, bike lanes, sidewalks, and railroad crossing warning devices. Improvements to the intersection of Church Road and US 40 to provide additional turn lanes, pedestrian signals and lighting will be included. This project includes private developer contributions.
B. **Short Term Improvements** – Sidewalks, crosswalks, minor intersection improvements and signal modifications to address existing transportation problems at various locations throughout the US 40 Corridor.
C. **Transit Service Enhancements** – Additional transit service throughout the corridor
D. **Eden Square Connector** – Construct road from SR 7, south of US 40 to Eden Square Shopping Center to relieve congestion at US 40/SR 7 intersection and improved accessibility.

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.

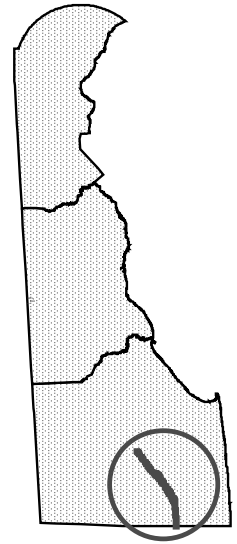
County: New Castle
Program Category: System Management
Representative District: 15, 17, 24, 26, 27
Senatorial District: 10, 11, 12, 13, 14

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

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
								3,200
	US 40 Maryland Line to US 13	80% FHWA	29,499				1,499	
		100% ST	12,158				198	
20-119-01	A. Church Road, US 40 to	100% ST	533	PE	533			
	Queensbury Village	100% ST	457	R/W			457	
		80% FHWA	4,463	C			4,463	
20-119-02	B. Short Term Improvements	100% ST	150	PE	150			
		100% ST	640	C	30		610	
	C. Transit Service Enhancements	100% ST	587	PRO	587			
	D. Eden Square Connector	100% ST	315	R/W	315			
		80% FHWA	735	C			735	
		OTHER	600	OTHER			600	

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 is currently under construction. The remaining two phases are listed as follows:

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.

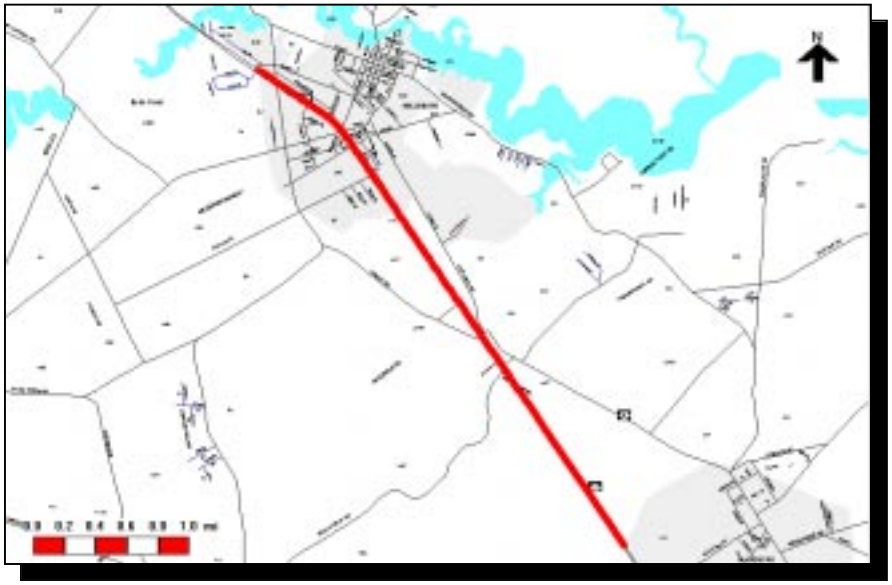
County: Sussex
Municipality:
Program Category: System Preservation
Representative District: 38, 41
Senatorial District: 20, 21

FMB ID OR PROJ #	INDIVIUDAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	CURRENT 7/99-6/00 PROJ TTF	FY 2001 7/00-6/01 TOTAL	FY 2001 7/00-6/01 PROJ TTF
						0		1,980
97-109-03	North of Dagsboro to North of Millsboro	80% A/C FHWA	9,900	C			9,900	
97-109-02	MD State Line to North Dagsboro	80% A/C FHWA	12,822	* C				

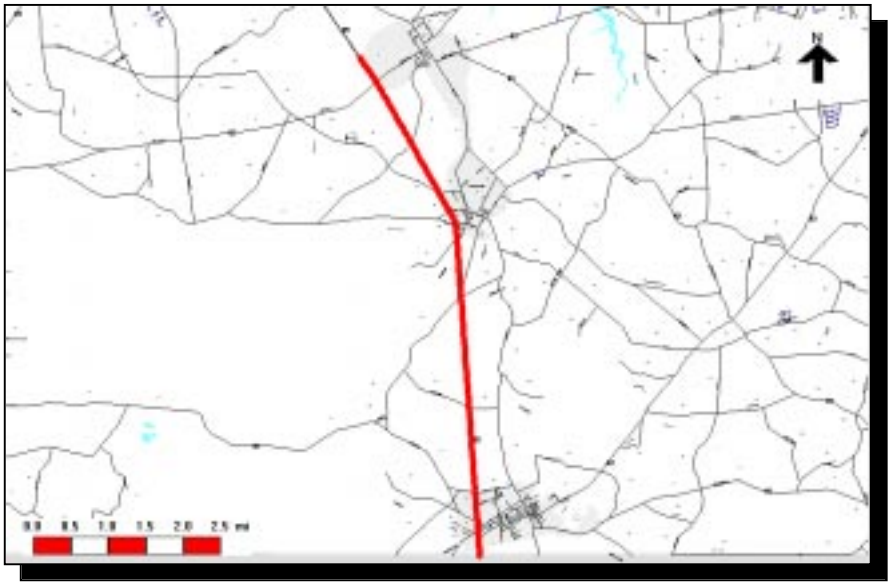
All $ X 1,000

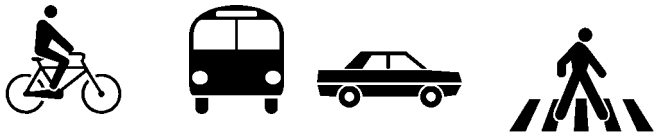
US113, MD STATE LINE TO GEORGETOWN (CONTINUED)

A) US113 NORTH OF DAGSBORO TO NORTH OF MILLSBORO



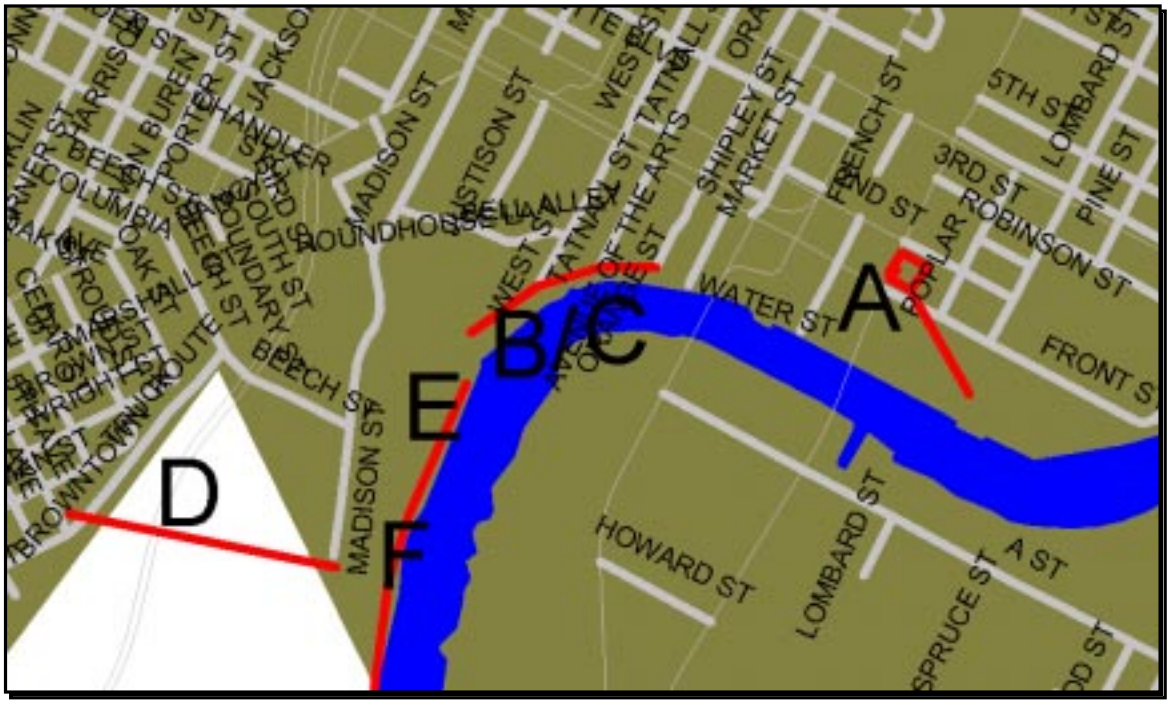
B) US113, MD STATE LINE TO NORTH OF DAGSBORO





WILMINGTON RIVERFRONT / TRANSIT CENTER

PROJECT SCOPE/DESCRIPTION:



A. Wilmington Transit Center – Design and construction of the third phase of the Wilmington Transit Center.

B/C West Street Connector Extension - - and - West Street Connector Streetscape South Madison to Stadium Drive

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.

D. Browntown Pedestrian Walkway Community Center to Stadium The goal of this project is to create pedestrian movement from the Browntown section of Wilmington across Maryland Avenue to the Riverfront

E. **Riverwalk – from Wilmington Rowing Club to North Shipyard Shops -** The goal of this project is to provide pedestrian access from the Wilmington Rowing Club's present location to North of the Shipyard Shops. The walkway will follow along the Christina River's northern bank.

F. Riverwalk – from South of Shipyard Shops to Peterson Wildlife Preserve - The goal of this project is to provide pedestrian access from South of the Shipyard Shops to the Urban Wildlife Refuge. The walkway will follow along the Christina River's northern bank.

G. Interstate Access – This is an ongoing study to provide improved access to the Interstate I-95/I-495 from the Riverfront area.

WILMINGTON RIVERFRONT / TRANSIT CENTER (CONTINUED)

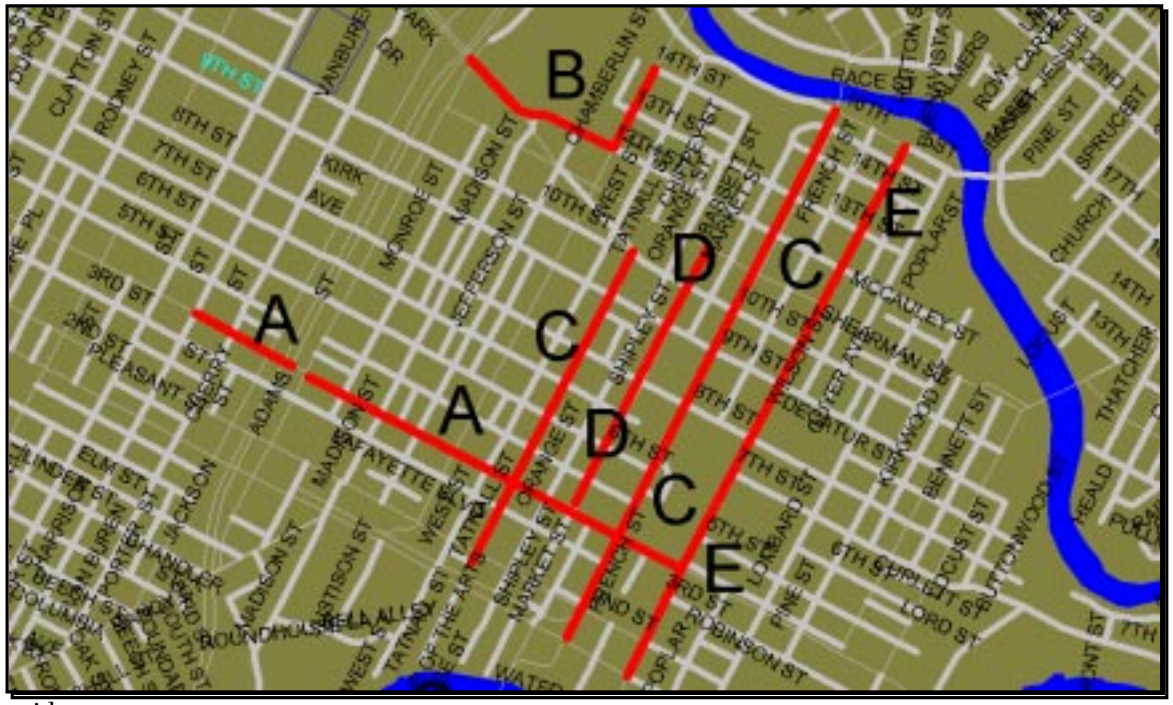
PROJECT JUSTIFICATION: The success of Wilmington's redevelopment of this area depends on intermodal transportation improvements. The Riverwalk provides a critical pedestrian link from the Wilmington Transit Center and Riverfront Park to the riverfront attractions such as Frawley Stadium, the Arts Center,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

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

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
	WILMINGTON RIVERFRONT					0		2,584
	A. Wilm Transit Center Phase III	100% ST	450	PE	450			
		100% WILM	300	PE	300			
		100% ST	850	ENV/R/W	850			
		100% ST	7,200	C				
99-121-02	B. West St. Connector Extension	100% ST	200	PE	200			
		100% ST	700	ENV			700	
		100% ST	790	R/W	790			
		100% ST	2,200	C	935		1,265	
	C. West St. Connector Streetscape	100% ST	650	* PE				
	South Madison to Stadium Dr	100% ST	500	* ENV				
		100% ST	4,400	C				
	D. Browntown Pedestrian	100% ST	75	PE			75	
	Walkway Community Center	100% ST	50	* ENV				
	To Stadium	100% ST	15	R/W			15	
		100% ST	475	C				
	E. Riverwalk – from Wilmington	100% ST	700	PE	700			
	Rowing Club to N. Shipyard	100% ST	10	R/W	10			
	Shops	100% ST	4,200	C	4,200			
	F. Riverwalk from S. of Shipyard	100% ST	750	C			750	
	Shops to Peterson Preserve							
	G. Interstate Access	100% ST	400	PE	400			

All $ X 1,000

WILMINGTON TRAFFIC CALMING AND PEDESTRIAN/TRANSIT IMPROVEMENTS



A. **Fourth Street, I-95 to Walnut Street** –This project will enhance the pedestrian environment, which presently does not include a suitable and safe connection from one side to the other. It also addresses transit concerns.

B. **Fourth Street, Franklin to Jackson** – This project will enhance the pedestrian environment, which presently does not include a suitable and safe connection from one side to the other. It also addresses transit concerns.

C. **Delaware Avenue Gateway** – The project extends from Jackson Street on Delaware Avenue through 10th Street at Walnut. It also includes Washington Street from Delaware Avenue to 14th Street. This project will incorporate street directional changes, transit and pedestrian improvements. Also, since Delaware Avenue is a major gateway into the city, this project will improve access to I-95 and improve circulation along the corridor.

D. **King and Orange, MLK to 13th Street** – This project will improve the King Street and Orange Street transit corridors by providing enhancements for the transit user including sidewalk and transit stop improvements and streetscaping

E. **Market Street, 9th to 11th** – This project will improve the roadway geometry as well as providing pedestrian, transit and streetscaping enhancements.

Market Street, 2nd to 9th, 11th to 16th – The project enhances the pedestrian environment along Wilmington's Main Street. It also re-introduces vehicles in the CBD Market Street areas.

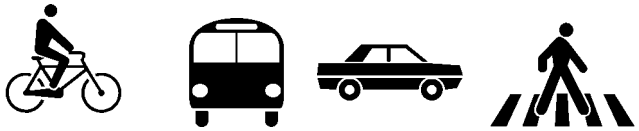
F. **Walnut Street, MLK to 16th Street** – This project will improve the roadway geometry as well as providing pedestrian, transit and streetscaping enhancements.

WILMINGTON TRAFFIC CALMING AND PEDESTRIAN/TRANSIT IMPROVEMENTS (CONTINUED)

G. **Signalization** - 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: The projects will improve the intermodal environment between the city neighborhood and employment centers; create safer vehicular/pedestrian environment; and improve the visual appearance of the streets.

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



FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99-6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01 TOTAL	PROJ TTF
	CITY OF WILMINGTON PROJECTS					0		0
	A. 4th S., I-95 to Harrison St.	FHWA/	14		14			
		WILMINGTON	234	PE/C	234			
	4TH St., Walnut St. to I-95	FHWA/	3,500	* PE/C				
		WILMINGTON						
99-011-03	B. Delaware Ave,	WILMINGTON	804	PE	57			
	Washington St. (DE Ave to	100% FHWA	855	C	2,649		855	
	14th Street)							
	C. King & Orange Street,	WILMINGTON	95	PE	95			
	MLK Blvd., to 13th Street	100% FHWA	1,270	C			1,270	
	D. Market Street – 9th Street to	FHWA/	9	* PE				
	11th Street	WILMINGTON	1,800	C	1,800			
	Market Street – 4th Street	FHWA/	2,100	* PE/C				
	to 9th St.	WILMINGTON						
	E. Walnut Street, MLK Blvd.	WILMINGTON	54	PE			54	
	To 16th Street	100% FHWA	733	C				
94-098-07	F. Signalization	100% FHWA	12,203	PE/C	1,350		8.,459	

All $ X 1,000

WILMINGTON TRANSIT CONNECTOR (STEEL WHEEL TROLLEY)

PROJECT SCOPE/DESCRIPTION: The Wilmington Trolley Connector Project has three main goals which are to connect main activity centers which are the office area an the northern part of the City of Wilmington, the commercial spine along Market St., the Riverfront and the downtown neighborhoods. Also the project will support economic development and investment as well as improve the urban design.

The route is approximately 2 miles in length and will be served by 10 steel-wheeled replica trolleys powered by overhead electric. The trolley is expected to serve approximately 760,000 paid trips on an annual basis. The proposed alignment was selected from a long list of alternatives as the alternative that offered the most potential to support the project goals. The process to select a trolley route was shaped by an early, active and comprehensive public involvement program

County: New Castle
Program Category: System Expansion
Representative District: 2,3
Senatorial District: 2,3

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S $	PHASE	CURRENT 7/99 -6/00 TOTAL	PROJ TTF	FY 2001 7/00-6/01	PROJ TTF
					0		0
	DISC FTA	30,127	PE/C	1,000		2,000	
	WILMINGTON	4,411	PE/C	250		250	
	PRIVATE	4,161	C			250	
	STATE	4,161	* C				

All $ X 1,00