

Transportation (55-00-00)

Project Summary Chart

Project Name	STATE CAPITAL FUNDS					
	\$ Prior to FY 2001	FY 2001	FY 2002 Request	FY 2002 Recommended	FY 2003 Request	FY 2004 Request
1. Program Development	\$ 3,000,000	\$ 3,350,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000
2. System Preservation	65,542,000*	73,885,000	59,839,000	59,839,000	58,803,000	55,238,000
3. System Management	32,695,000*	39,452,000	49,749,000	49,749,000	44,735,000	41,771,000
4. System Expansion	39,454,000*	104,937,000	33,216,000	33,216,000	25,852,000	9,675,000
5. Engineering & Contingencies	7,680,000*	7,828,000	6,136,000	6,136,000	4,872,000	5,343,000
6. Suburban Street & Drainage	18,550,000*	18,550,000	18,550,000	18,550,000	18,550,000	18,550,000
7. Municipal Street Aid	6,000,000*	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000
8. Reserve Account	1,660,000	3,852,000	4,650,000	4,650,000		
Total	\$ 174,581,000	\$ 257,854,000	\$ 181,140,000	\$ 181,140,000	\$ 161,812,000	\$ 139,577,000

*Due to the on-going basis of these appropriations, only the FY 2000 appropriation is reflected.

TRANSPORTATION

55-00-00

1. Program Development (74/00)

\$3,000,000

PROJECT DESCRIPTION AND JUSTIFICATION

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

For Fiscal Year 2002, funding is requested for corridor improvement studies in and around the following areas:

- Camden, Harrington and Laurel truck routes;*
- Wilmington Studies;*
- Southern New Castle County Rural Roads and Completion of US 301*
- Sussex County Corridor Routes*
- Central Pencader Rural Roads, New Castle County*
- SR 41, Lancaster Pike, Yorklyn to Valley Road, Hockessin*
- SR 71 and Howell School Road*
- Choptank and Carter Roads*

2. System Preservation (75/00)

\$59,839,000

PROJECT DESCRIPTION AND JUSTIFICATION

Funding is requested to replace heavy equipment and vehicles; bridge repair/replacement; pavement resurfacing; 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 are:

- Continuing to rehabilitate bridges at a rate of 20 per year*
 - Continuing the enhanced paving and paving rehabilitation programs begun in Fiscal Year 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 hard surface roads in Kent and Sussex counties.*
 - Purchase of replacement transit vehicles*
 - Acquire replacement equipment in Highway Operations sufficient to bring the overall economic age to 6.0 years by the end of Fiscal Year 2002*
-

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3. System Management (76/00)

\$49,749,000

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 systems; variable message signs, and global positioning signs. For Fiscal year 2002, recommended projects include:

- *the fourth year of dedicated funding for Intelligent Transportation Management System (ITMS) components, adaptive and “smart” communications systems along selected corridors statewide; traffic management; radio communication improvements for DelDOT vehicles;*
 - *Continued support for Churchman’s Crossing improvements with construction of multi-modal improvements including sidewalks, bike paths, transit, ITMS components and greenway improvements;*
 - *US 40 corridor improvements including construction of multi-modal improvements including Church Road and begin design and right of way acquisitions for improvements for the for the completion of Phase I as decided by consensus of US 40 Corridor working group;*
 - *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 Wilmington Transit Center from Market Street to Walnut Street, Browntown pedestrian walkways and the last phase of the Wilmington Riverwalk at the Peterson Wildlife Preserve;*
 - *Continue support for SR 1 grid improvements*
 - *Construction of intersection improvements at the SR 24 and SR 5 area at Long Neck*
-

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4. System Expansion (77/00)

\$33,216,000

PROJECT DESCRIPTION AND JUSTIFICATION

Funding is requested to continue projects that increase 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 roads/bridges along a completely new corridor; new or expanded intermodal terminals, centers or facilities; and new facilities for multimodal centers. For Fiscal Year 2002, recommended projects include:

- *Construction of a new bridge on Churchman's Road over I-95;*
- *Right of way acquisition for SR 141 improvements over the Brandywine;*
- *Port of Wilmington infrastructure improvements;*
- *Begin design improvements on SR 1 at Thompsonville in Kent County;*
- *Begin design and property acquisition for interchange at SR 1 and SR 16 in Sussex County;*
- *Begin the second year of the Wilmington Transit Connector/Trolley in preparation of planned construction completion and operation in CY 2004.*

5. Engineering and Contingencies (57/00)

\$ 6,136,000

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; 2) contingency for project-related expenses that cannot be absorbed within project accounts and project contingencies; 3) contractor claims; and 4) continuation of department-wide effort to migrate from the current mainframe based information system to a client-server based information system.

6. Suburban Streets and Drainage (56/00)

\$18,550,000

PROJECT DESCRIPTION AND JUSTIFICATION

Funding is for the General Assembly to improve the approximately 1,000 miles of suburban streets and other miscellaneous improvements.

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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; reconstruction, rehabilitation and repaving 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.

8. Reserve Account (71/00)

\$ 4,650,000

PROJECT DESCRIPTION AND JUSTIFICATION

Funding is requested for bond issuance costs and necessary reserves.

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Title	Activity	Fund	Total Cost	State \$ Auth.
PROGRAM DEVELOPMENT				
TTF Authorization Needed				3,000
FHWA Authorization			3,480	
FTA Authorization			319	
SYSTEM PRESERVATION				
Bridge Preservation Program	Co	St/Fed	7,704	2,851
BR 1 on Rising Sun Road over Brandywine Creek	R/W	State	25	25
BR 1B on Kennett Pike over Railroad	Co	St/Fed	790	18
BR 9 on N221 over Brandywine Creek	Co	St/Fed	1,400	138
BR 26 on Foulk Road over Naaman's Creek	Co	St/Fed	367	90
BR 66 on Breck's Lane	Co	St/Fed	0	13
BR 89 on Snuff Mill Road	Co	St/Fed	300	60
BR 91 on Snuff Mill Road	R/W, Co	St/Fed	310	70
BR120 on SR 82 over Red Clay Creek	Co	St/Fed	1,120	18
BR137A on K137 over Duck Creek, Clayton	R/W	State	17	17
BR156A on K156 over Fork Branch	Co	St/Fed	200	40
BR174 on Hillside Road	Co	St/Fed	600	89
BR182 on Faulkland Road over Hyde Creek	R/W, Co	St/Fed	315	75
BR210 on K208 over Shades Branch, South of Marydel	R/W, Co	St/Fed	703	147
BR229B on Kirkwood Highway over White Clay Creek	Co	St/Fed	909	189
BR237 on S 46 over Gravelly Branch, Seaford	R/W, Co	St/Fed	1,062	248
BR245 on Harmony Road over Amtrak	Co	State	720	-
BR348A, on Postles Corner Road	Co	State	300	202
BR350 on S 72 over Raccoon Spillway, Laurel	R/W, Co	St/Fed	890	191
BR358W on Pulaski Highway over Belltown Run	Co	State	550	482
BR365 on US 13 over Records Pond, East of Laurel	R/W, Co	St/Fed	1,108	222
BR407A at Silver Lake	Co	State	300	300
BR447 on S 54 over Black Water Ditch, East of Dagsboro	Co	St/Fed	400	80
BR474 on Delaney's Road over Paw Branch	R/W, Co	St/Fed	232	59
BR526 and 527 on S326 at Betts Pond	Co	State	1,200	572
BR586 on SR 265 over Pokemoke River, North of Gumboro	Co	State	344	344
BR636 on Kirkwood Highway and BR253 on Old Capital Trail	R/W, Co	St/Fed	750	190
BR688 on South Market Street over Christina River	PE	State	200	200
BR712B on I-95 at Service Area, Newark	Co	St/Fed	400	40
BR815N on SR 1 NB over Waples Pond	R/W, Co	St/Fed	1,036	215
Environmental Improvements		State	1,210	1,210
Equipment Replacement	PRO	State	6,960	6,960
Grubb Road Drainage, Naaman's Road to Foulk Road	Co	St/Fed	2,050	410
I-95, Wilmington Viaduct to US202	PE/R/W/C	St/Fed	11,250	1,970
Materials & Minor Contracts		State	1,096	1,096
Operations Facility Improvements	Co	State	691	691
Other System Preservation Projects	Co	St/Fed	1,500	700
Pavement Rehabilitation	PE/Co	St/Fed	16,290	5,178
Pavement Resurfacings	Co	State	24,000	24,000
Rail Preservation		State	2,039	2,039
Slope Stabilization, SR 82 from Old Public Rd to Yorklyn Rd,	Co	St/Fed	1,480	163
SR141, North of US 13 from Delaware Ave. to Jay Drive	R/W	State	455	455
Transit Facilities Improvements		State	395	395
Transit Vehicle Replacement	PRO	St/Fed	5,350	2,014
US113, MD State Line to North of Dagsboro	Co	St/Fed	15,614	5,374

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Title	Activity	Fund	Total Cost	State \$ Auth.
TTF Authorization Needed			59,840	
Reprogramming			-	
FHWA Authorization			50,510	
FHWA Advanced Construction Payback			7,900	
FHWA Discretionary			4,400	
FTA Authorization			2,962	
FTA Advanced Construction Payback			-	
FTA Discretionary			-	
Other \$			-	
SYSTEM MANAGEMENT				
Brackenville Road, SR 48 to Barley Mill Road	PE/R/W	State	800	800
Camden / Wyoming Truck Route Railroad Improvements	PE	State	72	-
Choptank Road, N 15 top N455	PE	State	700	440
Churchman's Crossing Corridor Improvements	PE/R/W/Co	St/Fed	9,622	4,966
Corridor Preservation and Advanced R/W Acquisition	R/W	State	5,100	5,100
Governor's Avenue, Webb's Lane to Water Street	PE	State	400	400
Integrated Transportation Management System	PE/R/W/Co	St/Fed	5,300	1,060
Intermodal/Multimodal Transportation Improvements	PE/R/W/Co	St/Fed	5,278	4,158
Intersection Improvements	PE/R/W/Co	St/Fed	625	225
Loockerman Street, Queen Street to State Street	PE	State	42	42
Milton Truck Route from SR 5 to SR 30	LOC/PE	State	282	282
Other System Management Projects to be identified	PE/R/W/Co	St/Fed	2,600	514
Rail Crossing Safety	Co	St/Fed	725	163
S298 and S299 rehabilitation and safety improvements	LOC/PE	State	50	50
Safety Improvements - HSIP Program	PE/R/W/Co	St/Fed	1,889	189
Southern New Castle County roadway improvements	PE/R/W/Co	State	1,400	-
SR 1, Corridor Improvements, Kent County	PE	State	150	129
SR 1, Corridor Improvements, Sussex County	PE	St/Fed	263	-
SR 1, Dewey Beach Improvements from Salisbury Street to	R/W	State	985	985
SR 1, Grid Improvements, Rehoboth Avenue to 5 Points	PE	State	900	-
SR 24 and SR 5, Long Neck, Intersection improvements	Co	St/Fed	1,466	331
SR 26, Assawoman Canal to US113	PE/R/W/Co	State	1,450	1,450
SR 41, Yorklyn Road to Valley Road	PE	State	485	360
SR896 and SR 4 Intersection improvements	PE	State	32	32
Sussex East/West Corridor route improvements	PE/R/W/Co	State	3,000	3,000
Traffic Calming Program	PE/R/W/Co	State	400	400
Transit Access - Passenger Facilities	PE/R/W/Co	St/Fed	1,069	829
Transit Bus Equipment	PE/R/W/Co	State	395	395
Transportation Enhancements	PE/R/W/Co	St/Fed	4,000	800
US 40 Corridor Improvements	PE/R/W/Co	St/Fed	12,565	8,751
Walker Road, Kenton Road to Saulsbury Road	R/W	State	800	800
Wilmington Riverfront	PE/R/W/Co	State	13,105	
Wilmington Traffic Calming	PE/R/W/Co		3,576	193
TTF Authorization Needed			79,526	
Reprogramming			-	
FHWA Authorization			-	
FHWA Advanced Construction Payback			-	
FHWA Discretionary			-	
FTA Authorization			59	
FTA Advanced Construction Payback			-	
FTA Discretionary			-	
Other \$			540	

TRANSPORTATION
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Title	Activity	Fund	Total Cost	State \$ Auth.
SYSTEM EXPANSION				
Churchman's Crossing Transit Facilities - Intermodal Rail	Co	State	6,454	6,454
Churchman's Crossing Corridor / Bridge	PE/Co	St/Fed	70	70
Corridor Capacity Improvements - Sussex County	PE	State	165	165
Port of Wilmington		State	15,000	15,000
Other System Expansion projects to be identified	PE/R/W/Co	State	3,124	1,524
SR 1 / SR 16 Interchange	PE/R/W	St/Fed	1,510	742
SR 1 / Thompsonville Interchange	PE	St/Fed	1,000	200
SR 1, Grid Improvements, SB 3 rd Lane, SR 24 to 5 Points	ENV/PE	State	1,424	540
SR 1, South of Dover to C&D Canal	PE/Co	St/Fed	2,720	591
SR141 / US202, Area Wide Improvements	PE/R/W/Co	St/Fed	24,541	-
SR141, Kennett Pike to US202, Tyler McConnell Bridge	PE/R/W/Co	St/Fed	8,000	4,166
Transit Facilities - Statewide	PE/R/W/Co	St/Fed		365
Transit Vehicle Expansion	PRO	St/Fed	6,238	2,979
Wilmington Transit Connector	PE/R/W/Co	St/Fed	6,010	420
TTF Authorization Needed			77,621	33,216
Reprogramming				-
FHWA Authorization				11,498
FHWA Advanced Construction Payback				24,905
FHWA Discretionary				
FTA Authorization				203
FTA Advanced Construction Payback				-
FTA Discretionary				6,864
Other \$				784
ENGINEERING AND CONTINGENCIES				6,136
SUBURBAN STREETS				18,550
MUNICIPAL STREET AID				6,000
NEW PROGRAM AUTHORIZATION NEEDED				
RESERVE ACCOUNT				4,650
TOTAL NEW CAPITAL (TTF) AUTHORIZATION				
ALL \$ X 1,000				
ABBREVIATIONS NOTE:				
Co (Construction)				
PRO (Procurement)				
ENV (Environment)				
PE (Preliminary Engineering)				
R/W (Right - of - Way)				
TR (Traffic)				

BRIDGE PRESERVATION PROGRAM

PROJECT SCOPE/DESCRIPTION: Bridges that are identified through the bridge management system for replacement or rehabilitation are addressed through this program. Program elements include repair/replacement of structurally deficient bridges; bridge painting; bridge scour; the bridge inspection program; bridge deck preservation; and underwater bridge repairs. The program is sized to permit 120 structurally deficient bridges to be reconstructed/rehabilitated over the six-year period. As individual bridge projects are identified, they are listed as separate projects in the CIP and funds deducted from this program.

The sign inspection program will inventory and inspect all state-owned sign structures, high mast lighting, and traffic signal supports. During the initial inventory inspection of the structures, an inspection interval will be assigned based on the structure’s condition, not to exceed five (5) years. Based on these intervals, schedules to perform the inspections will be developed. The goal of the program is to inventory all of the structures within five (5) years, maintaining a 95% on-time rate based on these schedules. Funding to address deficiencies identified through the inspection plan is provided within materials and Minor Contracts.

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

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

INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST. COST TO COMPLETE IN TODAY’S \$	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
			TOTAL	PROJ TTF	TOTAL	PROJ TTF						
				0		2,851		5,125		6,381		15,942
STRUCTURALLY DEFICIENT	80% FHWA	74,581			1,862		6,719		16,000		48,000	
	100% ST	6,602	2,764		838		1,700		1,500			
	80%FHWA	4,500									4,500	
DESIGN FOR NEW BRIDGES	100% ST	5,266	966		1,300		1,500		1,500			
	80% FHWA	4,500									4,500	
PAINTING	100% ST	574	574									
	80% FHWA	14,000	2,000		2,000		2,000		2,000		6,000	
SIGN STRUCTURE PROGRAM	80% FHWA	4,228	604		604		604		604		1,812	
SCOUR	100% ST	249	249									
	80% FHWA	1,800			300		300		300		900	
INSPECTION & MGT	80% FHWA	5,875	1,875				2,000				2,000	
DECK PRESERVATION	100% ST	4,900	700		700		700		700		2,100	
UNDERWATER REPAIR	100% ST	629	29		100		100		100		300	

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 five years and then summary reports at the 10, 15, and 20 year marks. The funding estimate also includes a contingency for site remediation that may include: additional fertilization, seeding, planting, and site re-grading as necessary to assure the establishment of a viable wetland plant and hydrologic characteristics.
2. Specific mitigation projects now underway include:
 - SR 1 Dover - Smyrna, nine individual sites, 324 acres, seeding/monitoring
 - Ogletown mitigation, three sites, 18 acres, final planting, monitoring
 - First State Boulevard, one site, 2.5 acres, monitoring/fertilization
 - US113 Georgetown to Milford, one site 100 acres, monitoring
 - SR 1 northern segments seven sites 160 acres, monitoring
 - Scarborough Road, one site six acres, monitoring
 - Porter Road, one site, 12 acres, monitoring
 - SR 48, one site, 1.6 acres, monitoring
 - Naamans Road, five sites, one acre, monitoring
3. A contingency for environmental remediation is also provided to permit unforeseen environmental problems to be addressed as they are identified.
4. Archeological data analyses and report preparation time frames frequently extend beyond completion of the capital project for which the archeological compliance was mandated. This project element provides for: data analysis, report preparation, publication, and a contingency for follow through with human remains notification and reburials associated with this requirement. Current specific archeological elements include:
 - Ogletown Interchange
 - US113 Georgetown to Milford, data analysis report
 - SR 1 southern segments - Scarborough Road
 - Porter Road

PROJECT JUSTIFICATION: Permits DelDOT to comply with environmental and cultural laws and regulations as projects are implemented.

County: Statewide
Program Category: System Preservation

INDIVIDUAL PROJECT SEGMENTS	EST COST TO COMPLETE IN TODAY'S \$	FUNDING	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
			TOTAL	PROJ TTF	TOTAL	PROJ TTF						
				0		1,210		1,210		1,200		7,300
Environmental Improvements	4,800	100% ST			800		800		800		2,400	
SR141 at Newport	4,000	100% ST									4,000	
UST Cleanup/Future Replacements	1,100	100% ST	500		100		100		100		300	
Wetland Mitigation,	1,420	100% ST	800		160		160		150		150	
Archeology	1,150	100% ST	250		150		150		150		450	

All \$ X 1,000

EQUIPMENT REPLACEMENT

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

PROJECT JUSTIFICATION: As time passes, the maintenance costs for capital assets tend to rise. And, as these assets near the end of their useful lives, these maintenance costs can become prohibitive. This reality has given rise to the concept of economic life, or the age beyond which it is more economical to replace an asset than it is to continue to try and maintain it. A common management practice in private industry the department applies this simple concept to the management of its equipment replacement program. In doing so it has established economic life benchmarks for each and every equipment class in its over 2,100 item major equipment inventory and schedules replacements accordingly. If the department does this on a routine basis, it should be managing an inventory that – taken as a whole – has a composite average age which is equal to composite average economical half-life of its entire inventory. At the end of FY 1999, as a result of years of under-investment, the actual average age of the equipment inventory was 9.0 years versus a target half-life target of 4.6 years. To correct this imbalance the department, in FY 2000, began a phased program to bring the actual half-life to target by the end of FY 2003. The interim age targets as the department moves forward are shown below:

Fiscal Year	Average Age Goal	Average Age Actual
1993	N/A	11.5 years
1999	N/A	9.5 years
2000	8.0 goal	8.0 years
2001	7.5 goal	
2002	6.0 goal	
2003	4.6 goal	

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

INDIVIDUAL PROJECT SEGMENTS	EST COST TO COMPLETE IN TODAY'S \$	FUNDING	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
			TOTAL	PROJ TTF	TOTAL	PROJ TTF						
Highway Equipment Replacement Program	37,736	100% ST	656	0	6,715	6,960	6,073	8,117	6,073	6,073	18,219	18,219
Equipment for NPDES	245	100% ST			245							
Equipment for new SR 1 Section	2,044	100% ST					2,044					

All \$ X 1,000

MATERIALS AND MINOR CONTRACTS FOR INFRASTRUCTURE PRESERVATION

PROJECT SCOPE/DESCRIPTION: This request expands the capability of the operating districts to maintain the State’s roadways through the development of unit price contracts for small to medium projects. Examples of capital repairs and minor improvements that would be funded by this program include: 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 installations; and drainage improvements. 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 right of way; minimal design; no location and/or environmental studies or permits; and are administered by the maintenance districts. As standalone projects are identified, they will be listed as separate projects in the CIP and funds will be deducted from this program.

\$100,000 per year is authorized for sign structure, high mast lighting, and traffic signal support replacement identified as necessary by the Sign Structure Inspection Program.

PROJECT JUSTIFICATION: Funding is provided to address minor capital 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 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
			TOTAL	PROJ TTF	TOTAL	PROJ TTF						
100% ST	Materials & Minor Contracts	2,410	160	0	450	1,096	450	708	450	715	900	1,750
100% ST	NPDES	1,418	395		150		158		165		550	
100% ST	Traffic Structure Replacement	700	100		100		100		100		300	
100% ST	Drainage Program											
	Bowers Beach Improvements - North	255	255									
	Saulsbury Road	220			220							
	Greenspring Road and VanDyke Road	176			176							

All \$ X 1,000

OPERATIONS FACILITIES

PROJECT DESCRIPTION AND COST ESTIMATES

INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
			TOTAL	TTF	TOTAL	TTF	TOTAL	TTF	TOTAL	TTF	TOTAL	TTF
				0		691		0		0		0
DeIDOT Main Headquarters												
Administration Building/ Laboratory	100% ST	9,565	9,565									
Replace/Upgrade testing equipment	100% ST	30			30							
North Dirstrict												
Salt Storage	100% ST	100	100									
Kiamensi yard improvements	100% ST	621	291		330							
Kiamensi privacy barrier	100% ST	50	50									
Talley – Storage facility	100% ST	75	75									
Tybouts Corner – Salt storage facility	100% ST	50	50									
Tybouts Corner – Area office building	100% ST	200	200									
Finish equipment sheds and site plan requirements	100% ST	90	90									
Bear, Talley & Kiamensi Bulk Oil system	100% ST				70							
Expressways												
Chapman Road – Equipment for trucks	100% ST	269	269									
I-95 Toll Admin facility – Security fates and barrier	100% ST	75			75							
I-95 Toll Admin. Facility – New water systems	100% ST	135	135									
Central District												
Harrington – Salt/Sand storage structure	100% ST	135			135							
Middletown & Magnolia security fence	100% ST	51			51							
Central District – Electrical Upgrades	100% ST	64	64									
Magnolia – Salt/Storage Structure	100% ST	35	35									
South District												
Seaford Security fencelity – New water System	100% ST	100	100									

All \$ X 1,000

OTHER SYSTEM PRESERVATION PROJECTS TO BE IDENTIFIED

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

PROJECT JUSTIFICATION: Funds are available for additional preservation projects which may be identified through the management systems of the Department during the course of any particular year.

County: Statewide

Municipality:

Program Category: System Preservation

Representative District:

Senatorial District:

FUNDING	EST COST TO COMPLETE IN TODAY'S \$	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
		TOTAL	PROJ TTF	TOTAL	PROJ TTF						
			0		700		4,364		2,700		3,735
80% FHWA 100% ST	6,850 13,605	3,476		1,000 500		1,850 3,994		1,000 2,500		3,000 3,135	

All \$ X 1,000

PAVEMENT REHABILITATION

PROJECT SCOPE/DESCRIPTION: \$12 million is set aside annually. As specific project scopes are developed, funds within this allocation are programmed accordingly. The roadways that are currently scheduled for major pavement rehabilitations are listed below.

PROJECT JUSTIFICATION: To improve deteriorating poor pavement conditions throughout the State.

County: Statewide
Program Category: System Preservation

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
					TOTAL	PROJ TTF	TOTAL	PROJ TTF						
					0			5,178		4,320		4,320		7,200
	Other Pavement Rehabs	100% ST 80% FHWA	7,200 59,750	PE C	3,950		2,400 600		2,400 9,600		2,400 9,600		36,000	
20-063-18	SR 1, Nassau Bridge to SR 16	100% ST 80% FHWA	250 2,500	PE C	250 2,500									
99-045-01	US113A, South State Street, Dover SR 10 to Webbs Lane	80% FHWA	1,630	C	1,630									
99-061-11	Library Ave., Kensington Lane Lane to SR273, Newark	100% ST 80% FHWA	105 6,500	PE C	105		6,500							
99-044-03	New Linden Hill Rd. Polly Drummond Rd to SR 7	80% FHWA	4788	C			4788							
99-061-16	SR 9, Kent County Line to N453	100% ST 100% ST 100% ST	230 26 2,002	PE R/W C	230 26		2,002							
99-044-02	Terminal Ave. I-495 to SR 9	100% ST 80% FHWA	252 1,800	PE C	252 1,800									
21-063-01	US113, Milford, SR1 to Sussex County Line	80% FHWA	3,850	C	3,850									

All \$ X 1,000

PAVEMENT RESURFACING

PROJECT SCOPE/DESCRIPTION: Resurfacing of all State maintained roadways except for Suburban Streets. Locations for FY 2002 will be determined after the spring inspection. In FY 2001, repaving of detour routes overused during the reconstruction of I-95 phase I is also being completed.

There are many types of resurfacing treatments, which may vary by materials and depth of improvement. Below are listed some of the most typical, including width of improvement and estimated cost per mile. In addition to these baseline estimates an additional 10% is normally added for construction engineering and/or the management expenses associated with a contract.

FY 2000 the Department began a \$2 million per year program for conversion of surface treatment roads to hot-mix.

Treatment	Width – Feet	Est. Cost Per Mile \$
Full Width Surface Treatment	20	8,500
2” Hot Mix Overlay	20	88,000
2” Hot Mix Overlay with 10% Patch	20	137,300
3” Hot Mix Overlay with 10’ Shoulders	20	177,190
4’ Widening with 3” Hot Mix Overlay	20	168,000
Total Reconstruction		1,200,000
Microsurfacing – Two Courses		30,000

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

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY’S \$	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF
	Resurfacing	100% ST	154,941	22,941	0	22,000	24,000	22,000	24,000	22,000	24,000	66,000	72,000
	Surface Treatment Hot Mix Conversion	100% ST	14,000	2,000		2,000		2,000		2,000		6,000	
	I-95 Paving from detour routes	100% ST	1,000	1,000									

All \$ X 1,000

RAIL PRESERVATION

PROJECT SCOPE/DESCRIPTION:

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

PROJECT JUSTIFICATION: This project preserves Delaware's competitive position by maintaining its current industrial and agricultural base, thereby retaining employers in the State. In addition, it can reduce truck traffic on Delaware highways, enhance highway safety, and (potentially) reduce investment in highway infrastructure. HRCV Program Grant - State-matching grant provides funds to preserve the Wilmington & Western rail system as a means of promoting tourism and rail freight service.

County: New Castle/Sussex

Municipality:

Program Category: System Preservation

Representative District:

Senatorial District:

FMB ID OR PROJECT #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF
	A. State Owned Line	100% ST	1,180	220	0	160	2,039	160	949	160	949	480	2,847
	B. HRCV Maint Grant	100% ST	350	50		50		50		50		150	
	C. Amtrak Station Improvements	100% ST	3,500	2,410		1,090							
	D. Northeast Corridor Capitalization	100% ST	5,803	1,369		739		739		739		2,217	

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 FY2003 (5) to be used in accordance with the DelDOT/DTC approved Service Plan and supporting vehicle replacement schedule.
- B. 30' Heavy Duty Low Floor Buses** – Purchase buses and Inspection Services FY 2002 (3) to be used in accordance with the DelDOT/DTC approved Service Plan and supporting vehicle replacement schedule.
- C. 25' Cutaway Transit Buses** – Purchase buses and Inspection Services in FY 2004 (15), FY 2006 (2) and FY 2007 (2) to be used in accordance with the DelDOT/DTC approved Service Plan and supporting vehicle replacement schedule.
- D. 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) and inspection services to be used in accordance with the DelDOT/DTC approved Service Plan and supporting vehicle replacement schedule.
- E. 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.
- F. Paratransit Buses/Vans** – Purchase buses and Inspection Services in FY 2001 (42), FY 2002 (30), FY 2003 (30), FY2004 (31), FY2005 (57), FY2006 (77) and FY2007 (42) to be used in accordance with the DelDOT/DTC approved Service Plan and supporting vehicle replacement schedule
- G. Section 5310** – Program funds for organizations to provide transportation for the elderly and disabled.
- H. Unicity Buses** – Purchase one replacement bus biannually (City of Newark).
- I. Support Vehicles** – Street supervision and staff vehicles and pickup trucks to be used in accordance with the DelDOT/DTC approved vehicle replacement schedule.

County: Statewide
Program Category: System Preservation

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT (CONTINUED)

INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	CURRENT		FY 2002		FY 2003		FY 2004		FY 2005-2007	
			7/00-6/01 TOTAL	PROJ TTF	7/01-6/02 TOTAL	PROJ TTF	7/02-6/03 TOTAL	PROJ TTF	7/03-6/04 TOTAL	PROJ TTF	7/04-6/07 TOTAL	PROJ TTF
				0		2,014		2,134		2,250		21,140
A. Medium Duty Buses – Fixed Route (5)	100% ST	1,252						1,252				
B. 30' Heavy Duty Buses (3)	80% FTSA	924			924							
C. 25' Cutaway Buses (15)	100% ST	1,287							1,287			
25' Cutaway Buses (4)	100% ST	365									365	
D. 40' Transit Buses	80% FTA	2,750	2,750									
40' Buses – Cost Differential	100% ST	1,040			1,040							
40' Transit Buses (68)	80% FTA/Disc FTA	24,247									24,247	
E. Intercounty Buses (1)	100% ST	47	47									
F. Paratransit Buses (42)	100% ST	2,584	2,584									
Paratransit Buses (30)	80% FTA	2,411			2,411							
Paratransit Buses (30)	80% FTA	2,181					2,181					
Paratransit Buses (31)	80% FTA	2,321							2,321			
Paratransit Buses (176)	100% ST	14,334									14,334	
G. Sec 16B2 (5310) Elderly and Handicapped	80% FTA	2,338	334		334		334		334		1,002	
Sec 16B2 (5310) Elderly and Handicapped	100% ST	2,338	334		334		334		334		1,002	
H. Unicity Buses	100% ST	270			90				90		90	
I. Support Vehicles	80% FTA	1,761					223		40		1,498	
Support Vehicles	100% ST	516	299		217							

All \$ X 1,000

CORRIDOR PRESERVATION AND ADVANCED ACQUISITION OF RIGHTS OF WAY

PROJECT SCOPE/DESCRIPTION: The corridor preservation program has four main goals: maintain a road’s ability to handle traffic efficiently and safely; minimize the transportation impacts of increased economic growth; preserve the ability to make future transportation-related improvements, as needed; and prevent the need to build an entirely new road.

In accordance with these goals, there are several techniques and methods used to preserve the capacity of a highway corridor. As part of the subdivision review process, the department attempts to manage access for new development by requiring entrances onto secondary or frontage roads, as opposed to direct access on to a main highway. Where applicable, shared entrances are also encouraged. As part of the program, the department can purchase property access rights, development rights, or properties in whole, in order to make needed transportation improvements or preserve the highway’s capacity. The program may also include individual improvements such as frontage roads, intersection improvements, and overpasses.

Four corridors have currently been approved: US301; 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. This is done in cases where a project has a high probability of proceeding to construction, but has not yet proceeded to a point in design where 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 acquisitions involving projects under program development or design.

County: Statewide
Program Category: System Management

INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY’S \$	CURRENT		FY 2002		FY 2003		FY 2004		FY 2005-2007	
			7/00-6/01 TOTAL	PROJ TTF	7/01-6/02 TOTAL	PROJ TTF	7/02-6/03 TOTAL	PROJ TTF	7/03-6/04 TOTAL	PROJ TTF	7/04-6/07 TOTAL	PROJ TTF
Rail Corridor Preservation	100% ST	700	100	0	100	5,100	100	5,100	100	5,100	300	3,300
Highway Corridor Preservation	100% ST	18,871	3,871		5,000		5,000		5,000			
Inc. US 13, US113, SR 48, SR 1, and US301	80% FHWA	17,000	2,000								15,000	

All \$ X 1,000

INTEGRATED TRANSPORTATION MANAGEMENT SYSTEMS (ITMS)

PROJECT DESCRIPTION AND JUSTIFICATION: Integrated Transportation Management Systems (ITMS) are a multi-modal approach to improving the movement of people and goods. ITMS 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, signage, transit, etc. to lessen congestion. Some benefits include:

- Safer Travel – New traffic control systems can reduce the number of vehicle stops, minimize changes in vehicle speeds, and improve traffic flow -- all of which help reduce the number of accidents.
- Less Traffic Congestion – 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 real - time demand. Less traffic congestion results in safer, less stressful driving conditions.
- Better Travel Information – At home, en route, or at work, travelers will have access to real-time, accurate information about transit, train, and flight schedules, roadway conditions, and other travel information via radio, kiosks, cable TV, internet access, and variable message signs on the bus or highway.
- Improved 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, the TMC can provide buses traveling behind schedule with longer “green time” at signalized intersections to help them get back on schedule.
- Quicker Emergency Response – With monitoring equipment, the TMC may detect, verify, and respond more quickly to incidents on the State's transportation system. Together with its emergency response partners (i.e. Department of Public Safety, Volunteer Firemen's Association, and Department of Natural Resources and Environmental Control (DNREC), the TMC can act to ensure that incidents are cleared more quickly, reducing congestion and increasing safety. In the future, travelers in need of aid can benefit from communication and information technology which, among other things, can automatically send “mayday signals” to dispatch centers so trained emergency staff may locate an incident more quickly. Cellular call-in programs such as #77 and motorist call boxes are also used to facilitate emergency responses.
- Reduced Costs – ITMS technology allows DelDOT to make more efficient use of its existing resources by automating functions, sharing real time information, and improving safety. It also helps private companies through improved freight delivery. Consumers save money through more efficient travel.

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, have 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.

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

County: Statewide

Municipality:

Program Category: System Management

Representative District:

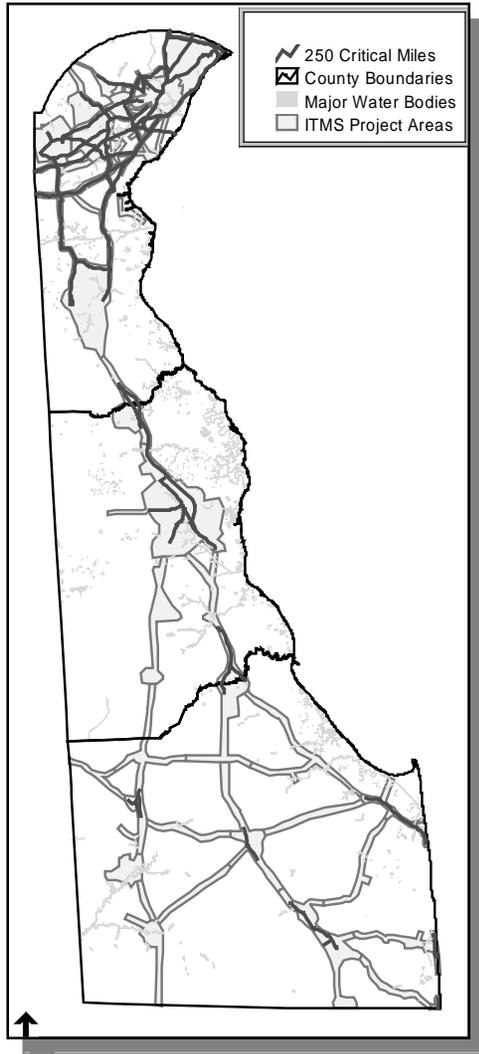
Senatorial District:

INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY’S \$	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/04-6/05		FY 2005-2007 7/05-6/07	
			TOTAL	PROJ TTF	TOTAL	PROJ TTF						
Transportation Management Communications				0		1,060		634		700		2,555
Statewide	80% FHWA	3,850	550		550		550		550		3,900	
New Castle County/I-95 Corridor	80% FHWA	8,147	415		1,650		950		1,283		3,849	
Kent County	80% FHWA	4,456	515		1,100		568		568		1,704	
Sussex County/Resorts Access	80% FHWA	4,450	325		1,100		605		605		1,815	
Statewide ITMS Integration	FHWA/DISC FHWA/ST	3,145	3,145									
SR141 / US202 Area Improvements	80% FHWA	400			400							
TMC Center, Smyrna	50% FHWA	6,000	6,000									
DelDOT Radio/AVL	80% FHWA	6,575	3,600		500		495		495		1,485	

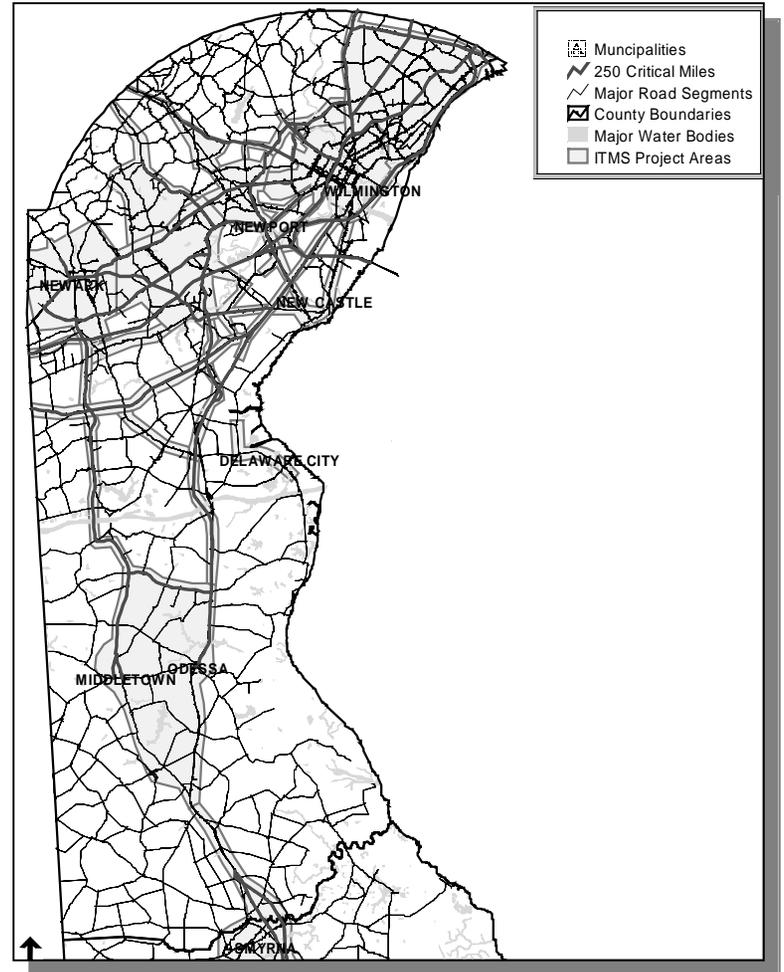
All \$ X 1,000

INTEGRATED TRANSPORTATION MANAGEMENT SYSTEMS (ITMS) (CONTINUED)

ITMS PROJECT AREAS

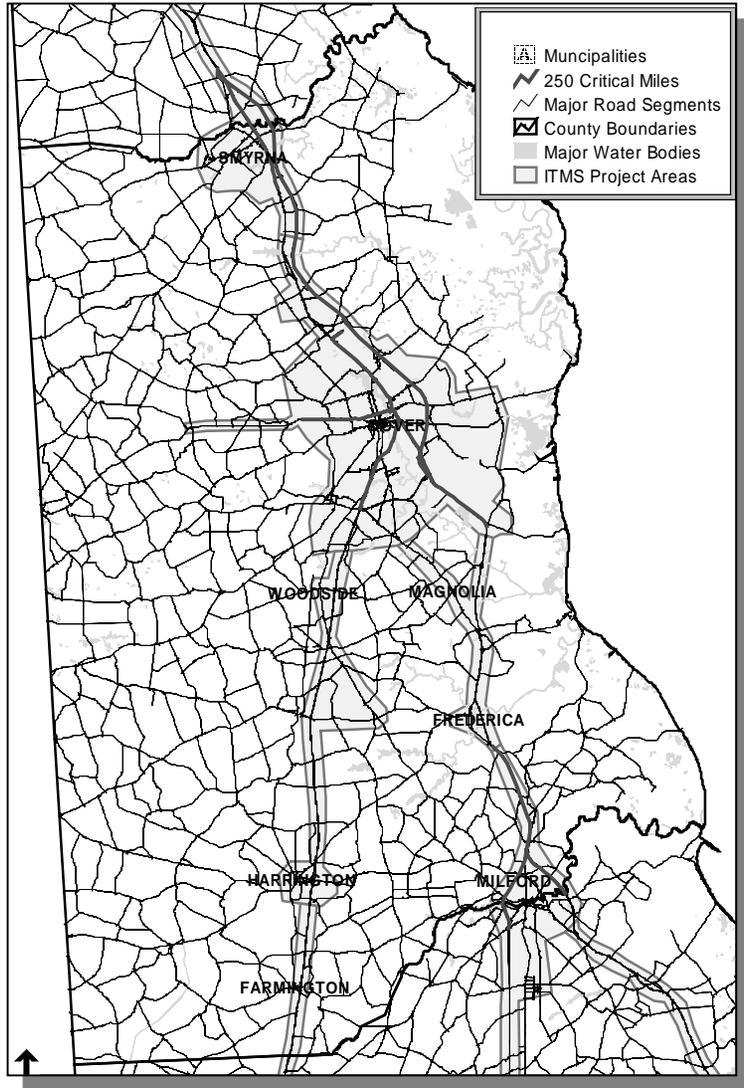


NEW CASTLE COUNTY ITMS

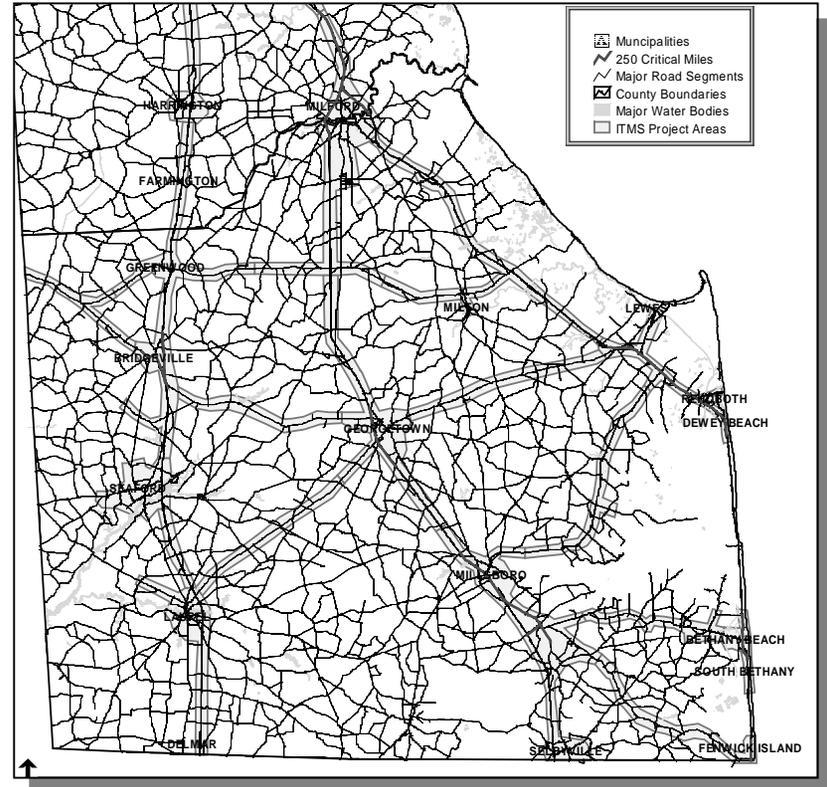


INTEGRATED TRANSPORTATION MANAGEMENT SYSTEMS (ITMS) (CONTINUED)

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 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’s Project Development Committee (PDC) and State MPO’s.

Transit Passenger Facilities

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 be evaluated and receive upgrades annually. These upgrades can range from installation of new signs to lighted passenger shelters and related street furniture. All new stops and upgrades will be accessible in accordance with the Americans with Disabilities Act standards. The funding below will allow for installation of approximately 25 shelters, 20 benches, and 200 concrete pads annually. Projected costs for rehabilitation of paving maintenance striping of pavement at Department-owned Park and Ride Facilities are also included, as well as the acquisition cost of right-of-way space that is required to install passenger amenities in accordance with policy guidelines.

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		FY 2002		FY 2003		FY 2004		FY 2005-2007	
				7/00-6/01 TOTAL	PROJ TTF	7/01-6/02 TOTAL	PROJ TTF	7/02-6/03 TOTAL	PROJ TTF	7/03-6/04 TOTAL	PROJ TTF	7/04-6/07 TOTAL	PROJ TTF
				364	0	336	4,158	400	4,995		988		1,479
Traffic Calming	100% ST	1,100	PE/C										
	80% FHWA	1,600	PE/C							400		1,200	
• Beck’s Woods	100% ST	36	PE	36									
• Mifflin Road	100% ST	64	C			64							
• Harvey Road	80% FHWA	850	C					850					
Bicycle / Pedestrian Improvements	80% FHWA	2,386								386		2,000	
• Dover Sidewalks													
▪ US 13 – South White Oak to Townsend	80% FHWA	173	PE	173									
	80% FHWA	90	R/W	90									
	80% FHWA	882	C			882							
• Philadelphia Pike – Curb ramps	80% FHWA	70	PE/C			70							
• SR 2/SR141, Pedestrian crossing Prices Corner	80% FHWA	150	PE	150									
	80% FHWA	100	R/W			100							
	80% FHWA	580	C					580					

INTERMODAL/MULTIMODAL TRANSPORTATION IMPROVEMENTS (CONTINUED)

INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT		FY 2002		FY 2003		FY 2004		FY 2005-2007	
				7/00-6/01 TOTAL	PROJ TTF	7/01-6/02 TOTAL	PROJ TTF	7/02-6/03 TOTAL	PROJ TTF	7/03-6/04 TOTAL	PROJ TTF	7/04-6/07 TOTAL	PROJ TTF
Bicycle / Pedestrian Improvements (Continued)													
• SR 72 Bikeway extension	80% FHWA	106	PE	106									
	80% FHWA	35	R/W			35							
	80% FHWA	385	C					385					
• Paper Mill Road (SR 72) bike lanes	80% FHWA	250	PE	250									
	80% FHWA	100	R/W	100									
	80% FHWA	1,600	C					1,600					
• Iron Hill bikeway	80% FHWA	140	PE	140									
	80% FHWA	121	R/W	121									
	80% FHWA	814	C							814			
• Del Tech Georgetown – SR18	80% FHWA	295	C					295					
• Plantations Road bike lanes	80% FHWA	55	PE	55									
	100% ST	15	R/W			15							
	80% FHWA	186	C					186					
• SR 1 – Extend from Salisbury Road Through Dewey beach	80% FHWA	250	PE			250							
	80% FHWA	1,000	C									1,000	
• Christina Parkway bikeway extension (SR 4)	80% FHWA	44	PE	44									
	80% FHWA	163	C					163					
• SR141 / US202 Area Improvements	100% ST	400	PE			400							
	100% ST	3,294	C			3,294							
	100% ST	252	PE			252							
	100% ST	3,194	C					3,194					
	100% ST	323	PE/C							323			
• Wilmington Bike routes	80% FHWA	600	PE/C									600	
Transit Access – Park n Ride Lots	80% FHWA	2,600	PE/R/W/C	500		300		300		300		1,200	
• SR 48 & Loveville Road	80% FHWA	265	C	350									
Transit Passenger Facilities													
• Bus Stop improvements	100% ST	2,073		1,000		429		429		215			
• Park n Ride Repairs	100% ST	450				340		30		35		45	
• Right of Way acquisition	100% ST	210						70		35		105	

All \$ X 1,000

OTHER SYSTEM MANAGEMENT PROJECTS TO BE IDENTIFIED

PROJECT SCOPE/DESCRIPTION: Funds have been allocated in this program for those projects identified through the Project Development Committee that will improve the capacity of the existing transportation service and/or infrastructure without having to resort to expansion.

PROJECT JUSTIFICATION: Funds are available for additional management projects identified through the management systems of the Department. The following improvements are scheduled to advance from Program Development to design as they are defined. The following table indicates the current schedule for these handoffs to begin design work on recommended solutions.

	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005-2007
• Bassett Street Intersection	-----	-----			
• Carter Road from Sunnyside Road to SR300	-----	-----			
• Harrington Truck Route	-----				
• Churchman’s Road/Airport Road intersection improvement	-----	-----			
• SR 15/Road 407/Road447, Milford, various improvements	-----	-----			
• New Castle transportation improvements – as recommended from studies			-----	-----	-----
• SR 41, (Lancaster Pike), Yorklyn Road to Valley Road (construction)	-----				
• Foulk Road 160’ North of Naaman’s Road to PA Line including shoulders		-----			
• Salem Church Road from I-95 to Gender Road		-----			
• Possum Park Road from Old Possum Park to Possum Hollow, including drainage improvements		-----			

County: Statewide
Program Category: System Management

FUNDING	EST COST TO COMPLETE IN TODAY’S \$	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
		TOTAL	PROJ TTF	TOTAL	PROJ TTF						
80% FHWA 100% ST	48,071 6,093	389	0	2,600	514	3,000 3,374	3,974	9,669 410	2,343	31,902	6,380

All \$ X 1,000

SAFETY, INTERSECTION IMPROVEMENTS AND TRANSPORTATION ENHANCEMENTS

PROJECT SCOPE/DESCRIPTION:

- A. Safety Improvements: Selected safety improvements statewide. These locations are identified through the safety management program.
- B. Rail Crossing Safety: Selected safety improvements at highway/rail crossings throughout the State as identified by the safety management system program.
- C. Intersection Improvements: Minor intersection improvements statewide.
- D. Transportation Enhancements: Enhancements (bicycle and pedestrian, landscaping, historic restoration, etc) to existing transportation facilities. An Advisory Committee recommends locations for this program to the Department. In FY 2001, this program was be increased from \$3.4 million per year to \$4.0 million per year.

PROJECT JUSTIFICATION:

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

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

INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	CURRENT		FY 2002		FY 2003		FY 2004		FY 2005-2007	
			7/00-6/01 TOTAL	PROJ TTF	7/01-6/02 TOTAL	PROJ TTF	7/02-6/03 TOTAL	PROJ TTF	7/03-6/04 TOTAL	PROJ TTF	7/04-6/07 TOTAL	PROJ TTF
Safety Improvements - HSIP Program	90% FHWA	11,266	860	0	1,889	1,377	962	1,284	1,889	1,377	5,667	4,255
Rail Crossing Safety	90% FHWA 100% ST	5,000 800	1,250 200		625 100		625 100		625 100		1,875 300	
Intersection Improvements/Safety Improvements City of New Castle - Intersections McKinnans Church/Mill Creek - Inter.	100% ST 80% FHWA	1,160 3,000	285		125 500		125 500		125 500		500 1,500	
Transportation Enhancements Fox Point Park Rehoboth Visitors Center	80% FHWA/FTA 100% ST 100% ST	28,735 500 250	4,735 500 250		4,000		4,000		4,000		12,000	

All \$ X 1,000

TRANSIT – BUS AND SECURITY EQUIPMENT

PROJECT SCOPE/DESCRIPTION AND JUSTIFICATION:

BUS EQUIPMENT:

- 1) Mobile Video Surveillance Equipment for fixed route public transit and related monitoring equipment.
- 2) Voice enunciators to provide automated (and ADA required) stop announcements on fixed route buses.
- 3) Infrared passenger counters for fixed route buses to aid in route evaluation and assisting in developing federally required operational information reporting data.
- 4) Operator/Maintenance Training equipment and aids.

SECURITY EQUIPMENT:

- 1) Madison Street, Newark Station, Claymont and Churchman’s/Fairplay Station security, including: cameras and initial system acquisition; installation of wiring; power units; monitors; and support equipment.
- 2) Dover Administrative Facility cameras and equipment.

County: Statewide
Program Category: System Management

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	EST COST TO COMPLETE IN TODAY’S \$	FUNDING	CURRENT		FY 2002		FY 2003		FY 2004		FY 2005-2007	
				7/00-6/01 TOTAL	PROJ TTF	7/01-6/02 TOTAL	PROJ TTF	7/02-6/03 TOTAL	PROJ TTF	7/03-6/04 TOTAL	PROJ TTF	7/05-6/07 TOTAL	PROJ TTF
	Bus Equipment						395						585
	Voice Enunciators	217	80% FTA	217									
	Passenger Counters	440	100% ST	440									
	Operator/Maint. Training Equip. & Aids												
	Training Aids	75	80% FTA	75									
	Security Equipment												
	Madison St, Newark Station, Claymont, Churchman’s Fairplay Station	100	100% ST	20		80							
	Dover Administration Facility	80	100% ST			80							
	Upgrade Video system on Gilleg Buses	235	100% ST			235							
	Upgrade Video system on 35’ Champion Buses	185	100% ST									185	
	Upgrade Video system on 7 low floor Gilleg Buses	35	100% ST									35	
	Upgrade Video system on 63 NABI Buses	365	100% ST									365	

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 access from SR 1, from East of Dover to the Garrison Tract, and the dualization of SR 4.

PROJECT JUSTIFICATION: Funds are available for additional expansion projects identified through the various 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 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/05-6/07	
			TOTAL	PROJ TTF	TOTAL	PROJ TTF						
Other Projects to be Identified	80% FHWA 100% ST	23981 3,779	341	0	2,000 1,124	1,524	2,813 1,648	2,211	10,723 667	2,812	8,446 1,334	3,023

All \$ X 1,000

TRANSIT FACILITIES EXPANSION, STATEWIDE

PROJECT SCOPE/DESCRIPTION AND JUSTIFICATION:

Rehoboth Facilities Expansion – Design and construction of a prefabricated maintenance garage at the Rehoboth Park and Ride capable of housing a vehicle lift for chassis maintenance on 30’ buses. (Figure below includes additional \$65,000 approved by PDC above the original estimate due to scope change.)

Georgetown Facility – Bus vehicle parking capacity will be augmented to support expected fleet size (and spaces lost due to bus wash construction) by expanding parking surface at a location either adjacent or close to the current location.

Dover Operations Facility – Construction of an alternative fuel facility for more fuel efficient buses and cleaner emissions.

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

SR141 / US202 Transit Hub – Construction of a transit hub in the Astra/Zeneca area.

Wilmington Operations Facility – Expansion of bus parking lots; repaving; addition of sand filters to existing lots; and replacement of structural components of the existing facility.

Bulk Engine Oil and ATF Tanks – Bulk storage tanks for both engine oil and automatic transmission fluid to provide economies of scale in purchasing and ease of handling by maintenance personnel.

County: Statewide
Program Category: System Expansion

TRANSIT FACILITIES EXPANSION, STATEWIDE (CONTINUED)

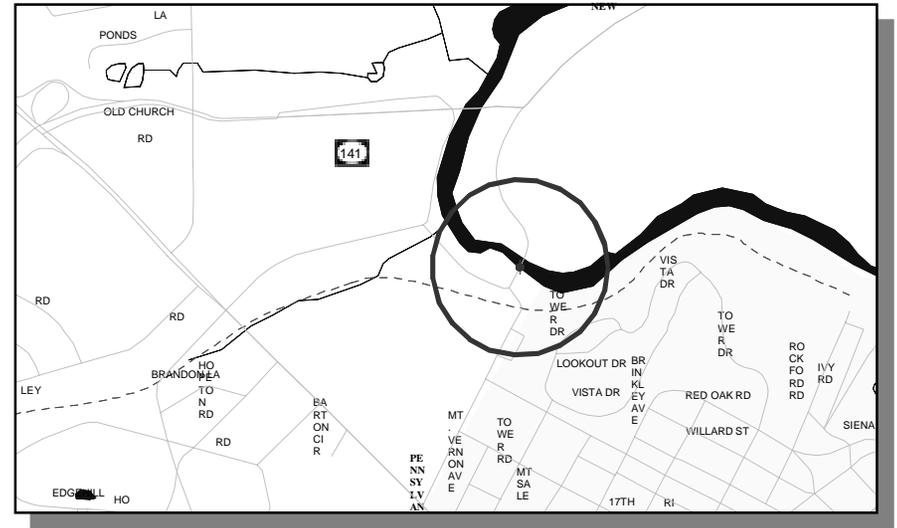
FMB ID OR PROJ#	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO		CURRENT		FY 2002		FY 2003		FY 2004		FY 2005-2007	
			COMPLETE IN TODAY'S \$	PHASE	7/00-6/01 TOTAL	PROJ TTF	7/01-6/02 TOTAL	PROJ TTF	7/02-6/03 TOTAL	PROJ TTF	7/03-6/04 TOTAL	PROJ TTF	7/05-6/07 TOTAL	PROJ TTF
	Rehoboth	100% ST	238		238	0	365		226		0		4,276	
	Georgetown Facility Revenue Vehicle Parking augmentation	100% ST	50					50						
	Dover Operations Facility Access Easement	100% ST	240	R/W				240						
	Alternative Fuel	80% FTA	693	C								693		
		100% ST	1,722	C								1,722		
	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								2,415		
	SR141 / US202 Area Transit Hub	100% ST	340	PE	340									
		100% ST	1,000	C				1,000						
	Wilmington Operations Facility Land Acq /Demolition	100% ST	715	R/W	715									
	Sand Filter/Gar/Doors/Repav	100% ST	175	C	175									
	DART II Roof and Alarm Syst.	100% ST	65	C				65						
	Replace Vehicle Maint. Lift	100% ST	226	C					226					
	Bulk Oil Tanks	100% ST	10	C				10						

All \$ X 1,000

BR 1 ON RISING SUN ROAD OVER BRANDYWINE CREEK

PROJECT SCOPE/DESCRIPTION: Rehabilitate existing steel truss members and substructure. Place a high performance deck overlay; make safety improvements at approaches; and fill scour holes.

PROJECT JUSTIFICATION: The bridge is structurally deficient; and currently ranks 14th on the deficiency list.



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 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
21-074-01	100% ST 100% ST 80% FHWA	100 25 1,000	PE R/W C	100	0	25	25	200	200	0	0	0	0

All \$ X 1,000

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

PROJECT SCOPE/DESCRIPTION: The proposed improvements will replace the existing superstructure with prestressed concrete beams and a concrete deck. Minor safety improvements to the approach roadway are also included in the plans.

PROJECT JUSTIFICATION: Superstructure is in poor condition and the encased concrete steel beams are exposed. It is currently ranked 63rd on the bridge deficiency list.



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

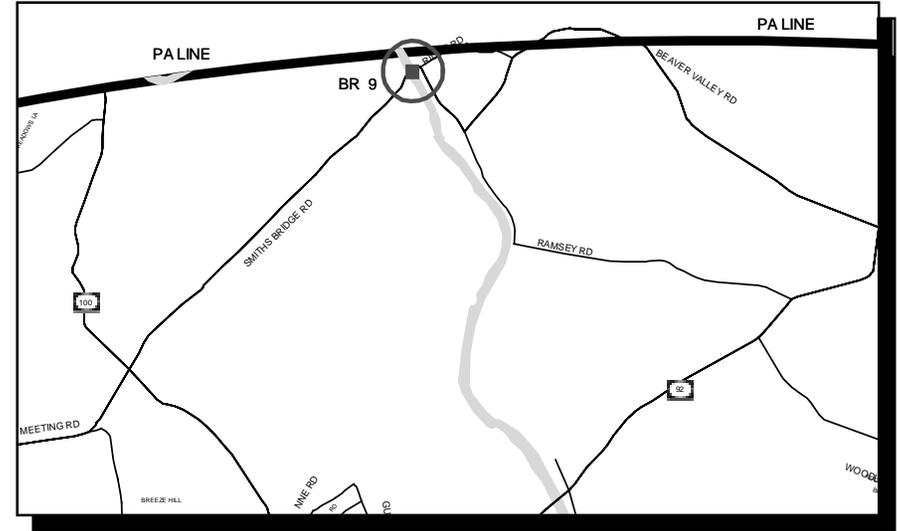
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
99-071-08	80% FHWA	790	C		0	790	18		0		0		0

All \$ X 1,000

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

PROJECT SCOPE/DESCRIPTION: Replace superstructure with a one lane covered timber bridge. Traffic control signals are also being considered due to sight distance concerns.

PROJECT JUSTIFICATION: The bridge is structurally deficient with poor substructure. It currently ranks 122nd on the bridge deficiency list.



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

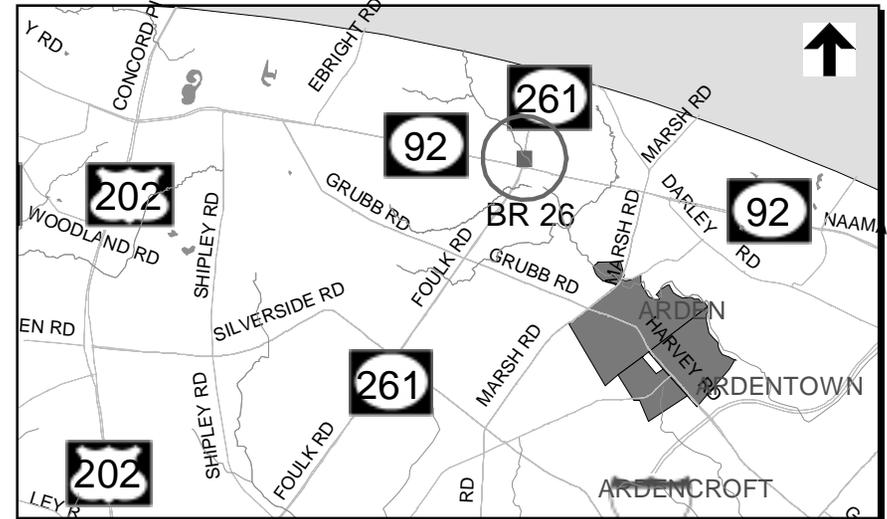
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
99-071-22	80% FHWA	1,400	C		0	1,400	138		0		0		0

All \$ X 1,000

BR 26 ON FOULK ROAD OVER NAAMAN'S CREEK

PROJECT SCOPE/DESCRIPTION: Improvements will include replacing the existing superstructure and rehabilitating the substructure; safety improvements at the approaches; and scour measures for the foundation.

PROJECT JUSTIFICATION: The bridge is structurally deficient and ranks 53rd on the bridge deficiency list.



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 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
20-071-09	100% ST 80% FHWA	17 367	R/W C	17	0	367	90		0		0		0

All \$ X 1,000

BR 66 ON BRECK'S LANE, NORTH OF WILMINGTON

PROJECT SCOPE/DESCRIPTION: The superstructure will be replaced with concrete slab. The existing truss will be reconstructed and reinstalled as façade. Concrete curbing will be placed at approaches and along the length of the bridge.

PROJECT JUSTIFICATION: The bridge is structurally deficient and is ranked 28th on the bridge deficiency list.



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

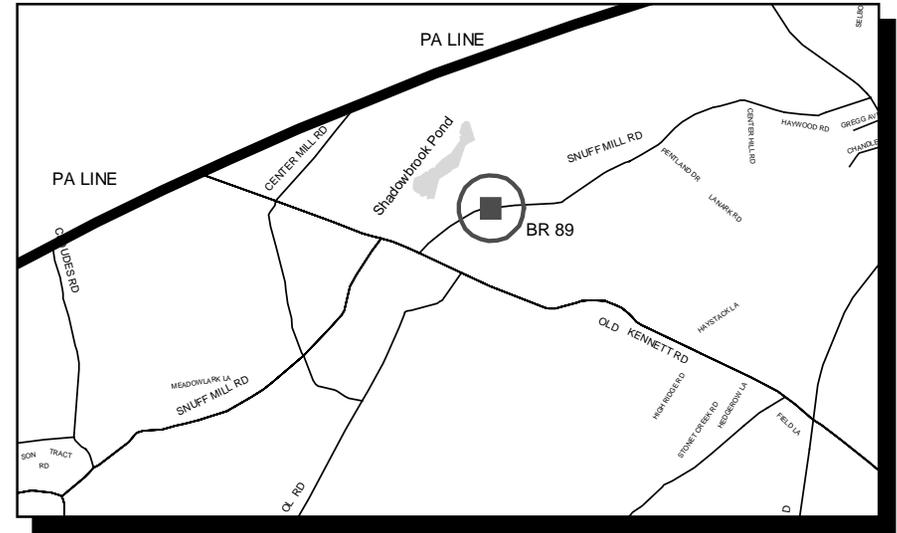
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
99-071-05	100% ST 100% ST 80% FHWA	6 8 230	R/W ENV C	6 8 230	0	0	13		0		0		0

All \$ X 1,000

BR 89 ON SNUFF MILL ROAD

PROJECT SCOPE/DESCRIPTION: The existing structure will be replaced with a concrete box culvert, with stone face parapets and wingwalks – the latter to be tapered and flared outside of the clear zone to eliminate the need for a guardrail.

PROJECT JUSTIFICATION: The bridge is structurally deficient and ranks 46th on the bridge deficiency list.



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

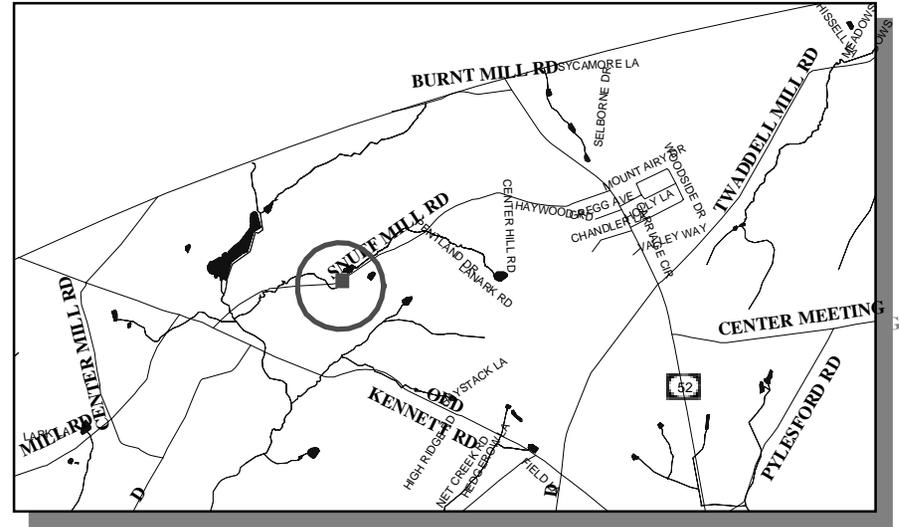
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
99-071-07	100% ST 80% FHWA	20 300	LANSC C	20	0	300	60		0		0		0

All \$ X 1,000

BR 91 ON SNUFF MILL ROAD WEST OF CENTERVILLE

PROJECT SCOPE/DESCRIPTION: The existing concrete arch is deteriorated and will be replaced in kind, with a stone veneer parapet added; safety improvements included at the bridge approaches; as well as scour protection measures for the foundation.

PROJECT JUSTIFICATION: The bridge is structurally deficient and ranks 97th on our bridge deficiency list.



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

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
				60	0		70		0		0		0
	100% ST	60	PE										
	100% ST	10	R/W			10							
	80% FHWA	300	C			300							

All \$ X 1,000

BR119, BR120 ON SR 82 OVER RED CLAY CREEK AND SR 82 SLOPE STABILIZATION AT WAY ROAD

PROJECT SCOPE/DESCRIPTION:

BR119 - The proposed work includes replacing the bridge deck; patching and sealing the substructure concrete; replacing the bridge rail and upgrading the existing guardrail.

BR120 – The project will rehabilitate the existing historic concrete arch bridge while maintaining the existing geometry. Guardrails will be placed at the bridge ends to improve safety.

Slope Stabilization – The project will construct retaining structures to stabilize slopes along the roadway in the area of both bridges.

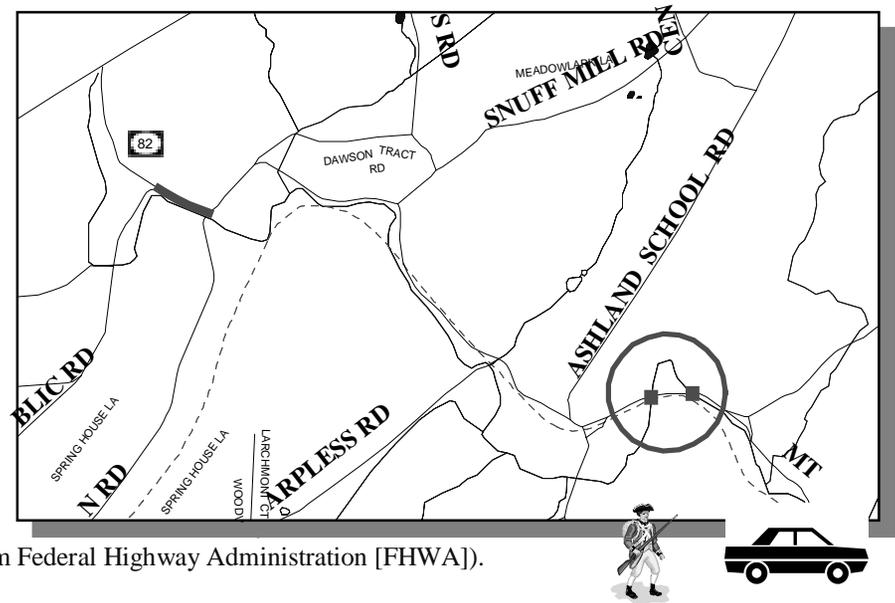
PROJECT JUSTIFICATION:

BR119 - The bridge is structurally deficient and ranks 239th on the bridge deficiency list.

(This bridge will be funded from special innovative bridge research and construction funds from Federal Highway Administration [FHWA]).

BR120 – The bridge ranks 53rd on the bridge deficiency list.

Slope Stabilization: Roadway reconstruction 50' before and after retaining wall limits and within the area of slope instability is necessary to prevent worsening safety condition.



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

INDIVIDUALL PROJECT SEGMENTS	FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
					TOTAL	PROJ TTF	TOTAL	PROJ TTF						
Bridge 119	20-074-02	100% ST 80% FHWA	5 430	R/W C	5	0	1480	163						0
Bridge 120	98-074-01	80% FHWA	1,120	C										
Slope Stabilization	97-007-01	80% FHWA	1,050	C										

All \$ X 1,000

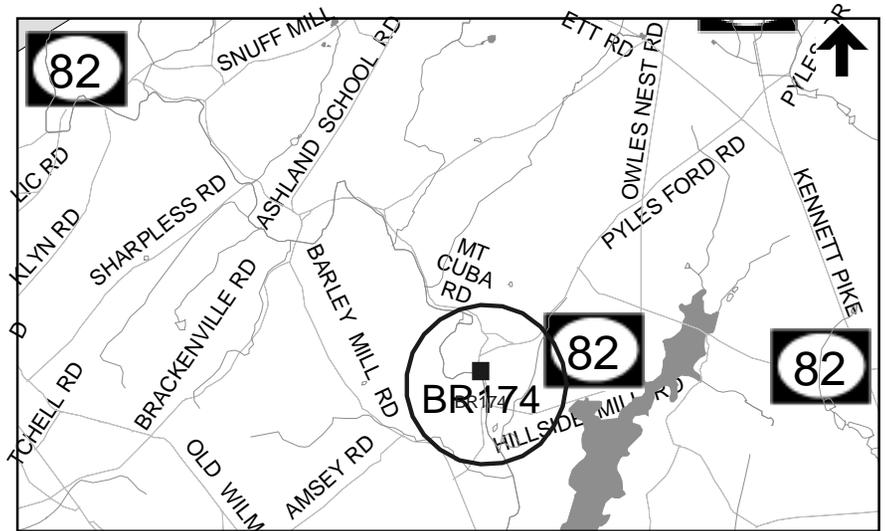
BR174 ON MT. CUBA ROAD OVER RED CLAY CREEK TRIBUTARY

PROJECT SCOPE/DESCRIPTION: Improvements will include replacement of the existing rigid frame with a four-sided concrete box culvert, as well as the placement of placing riprap to protect the foundation. Stabilization of the roadway slope near the site will also be addressed.

PROJECT JUSTIFICATION: The bridge is structurally deficient and ranks 103rd on the bridge deficiency list.



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



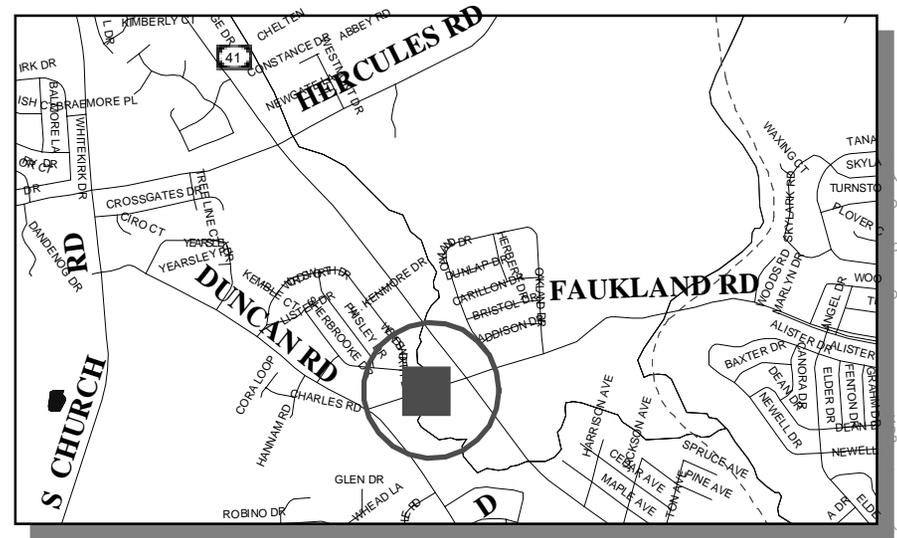
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF
20-071-01	100% ST 80% FHWA	14 228	R/W C	14	0	89		0		0		0	

All \$ X 1,000

BR182 ON FAULKLAND ROAD OVER HYDE RUN SOUTHWEST OF CEDARS

PROJECT SCOPE/DESCRIPTION: Improvements will include the replacement of the existing concrete deck with lightweight concrete, as well as making existing steel beams composite with the concrete deck. The parapet will be reconstructed to resemble the existing parapet.

PROJECT JUSTIFICATION: The bridge is structurally deficient and ranks 92nd on our bridge deficiency list.



County: New Castle
Municipality:
Program Category: System Preservation
Representative District: 12, 19
Senatorial District: 7,8

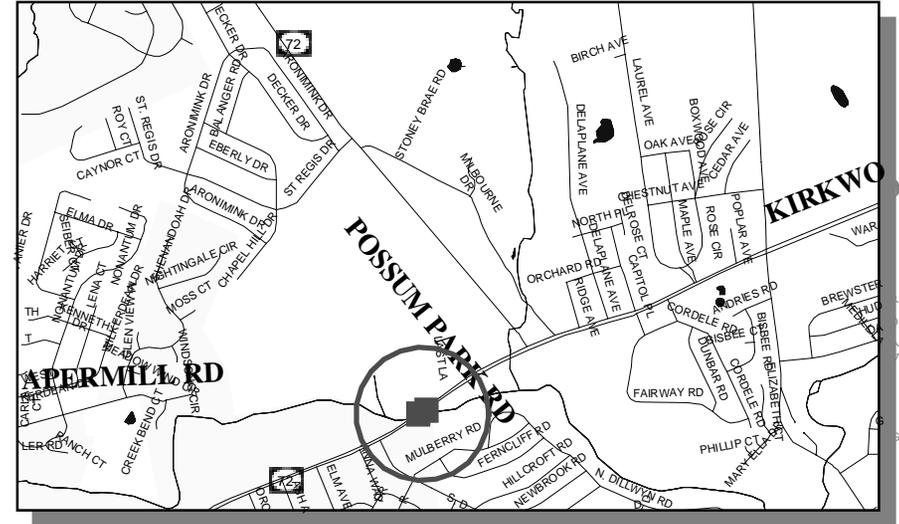
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
	100% ST 100% FHWA 80% FHWA	60 15 300	PE R/W C	60	0		75		0		0		0

All \$ X 1,000

BR229B ON KIRKWOOD HIGHWAY (SR 2) OVER WHITE CLAY CREEK

PROJECT SCOPE/DESCRIPTION: Improvements will include the rehabilitation of the existing steel beams and bearings; the repair of spalled areas of the pier cap and abutments; the scaling of approach slab cracks; as well as repair of scour holes around the existing piers.

PROJECT JUSTIFICATION: The bridge is structurally deficient and ranks 49th on the bridge deficiency list.



County: New Castle
Municipality:
Program Category: System Preservation
Representative District: 14
Senatorial District: 6,11

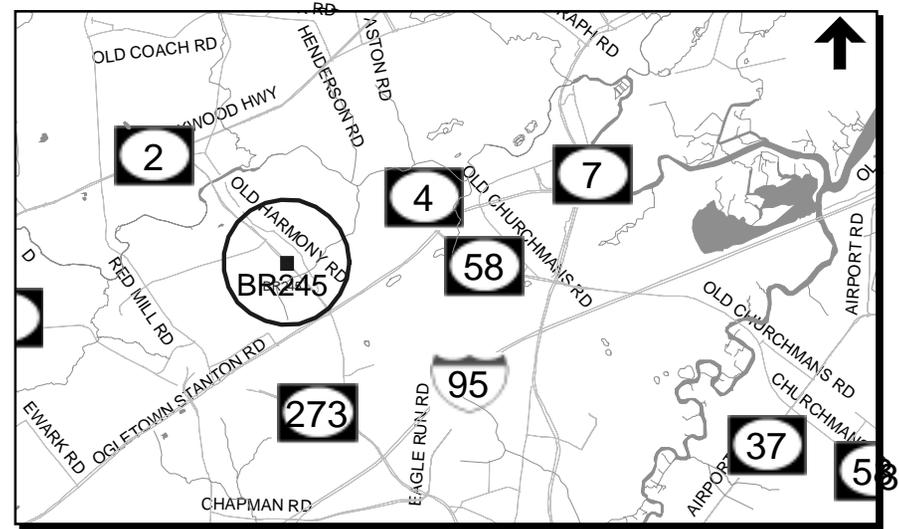
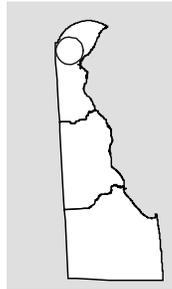
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
21-074-04	100% ST 100% ST 80% FHWA	75 9 900	PE R/W C	75	0		189		0		0		0

All \$ X 1,000

BR245 ON HARMONY ROAD OVER AMTRAK

PROJECT SCOPE/DESCRIPTION: Improvements will include the rehabilitation of the bridge with an overlay of the bridge deck; replacement of deck joints; painting of steel beams; patching and sealing the substructure concrete; and upgrading the guardrail connections and end treatments.

PROJECT JUSTIFICATION: The bridge is structurally deficient and ranks 322nd on the bridge deficiency list.



County: New Castle
Municipality:
Program Category: System Preservation
Representative District: 14,18
Senatorial District: 9,11

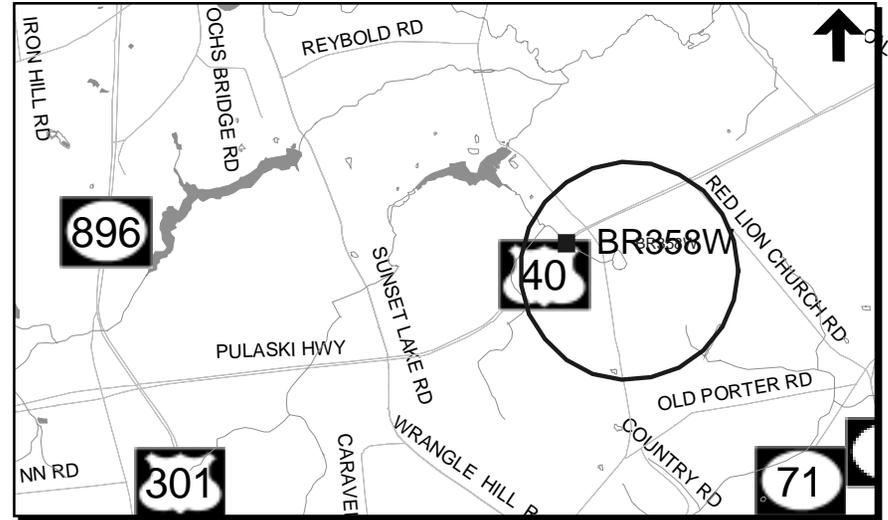
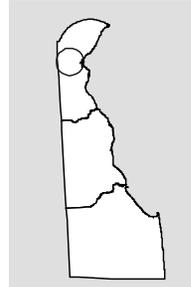
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
20-074-04	100% ST	720	C		0	720	0		0		0		0

All \$ X 1,000

BR358 ON PULASKI HIGHWAY (US 40) OVER BELLTOWN RUN, BEAR

PROJECT SCOPE/DESCRIPTION: Improvements will include the replacement of the existing culvert with a four sided box culvert; as well as the placement of riprap at the inlet and outlet. (Traffic will be maintained during construction by paving the median.)

PROJECT JUSTIFICATION: The bridge is structurally deficient and ranks 165th on the bridge deficiency list.



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

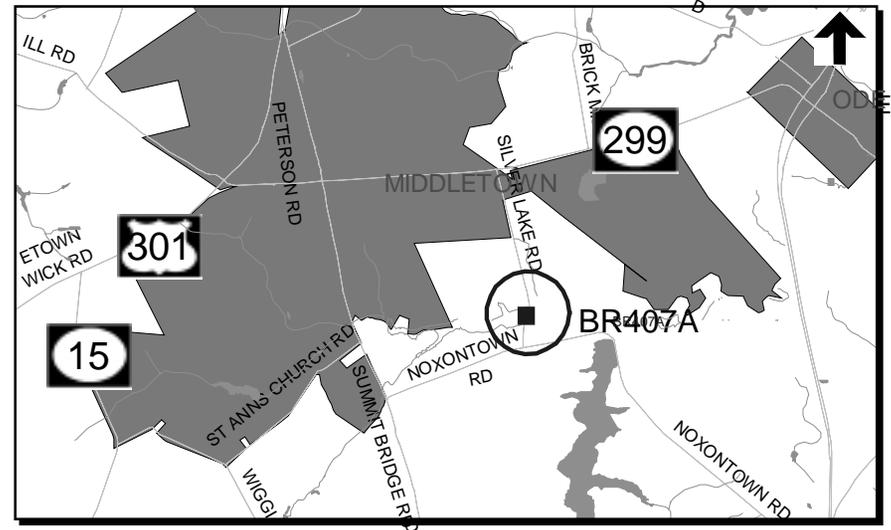
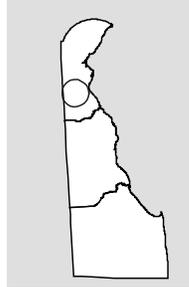
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF
20-071-06	100% ST 100% ST	10 550	R/W C	10	0	550	482		0		0		0

All \$ X 1,000

BR407A ON SILVER LAKE ROAD, AT SILVER LAKE

PROJECT SCOPE/DESCRIPTION: Improvements will include replacement of the bridge with a concrete box culvert and sluice gate; construction of a guardrail at both bridge approaches; and the placement of riprap at culvert entrance and exit.

PROJECT JUSTIFICATION: The bridge is structurally deficient and ranks 84th on the bridge deficiency list.



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

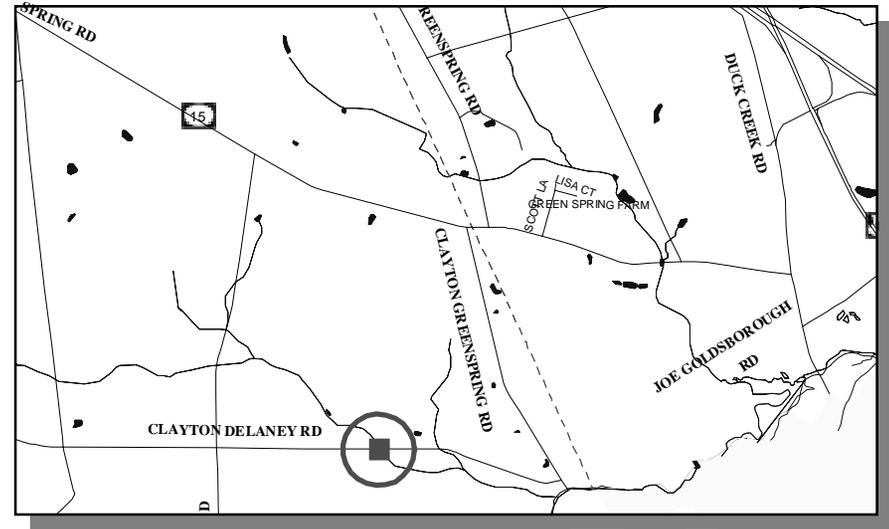
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
20-071-04	100% ST	300	C		0	300	300		0		0		0

All \$ X 1,000

BR474 ON DELANEY'S ROAD OVER PAW BRANCH, NORTH OF CLAYTON

PROJECT SCOPE/DESCRIPTION: Improvements will include replacement of the superstructure with prestressed concrete slabs; construction of a concrete deck; placement of guardrails at both bridge approaches; and installation of riprap at the bridge abutments.

PROJECT JUSTIFICATION: The bridge is structurally deficient and ranks 96th on the deficiency list.



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 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF
21-071-01	100% ST 80% FHWA	16 216	R/W C		0	16 216	59		0		0		0

All \$ X 1,000

BR636 ON KIRKWOOD HIGHWAY (SR 2) AND BR233 ON OLD CAPITAL TRAIL

PROJECT SCOPE/DESCRIPTION:

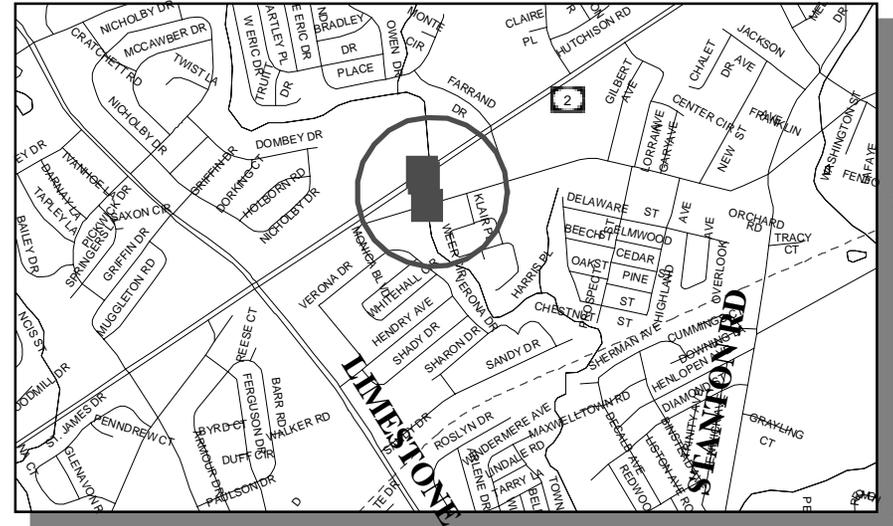
BR636 - Remove the existing (broken) concrete slab from channel and place rip-rap to fill the void.

BR233 – Remove existing concrete arch and pedestrian bridges and construct concrete arch bridge with sidewalks on the west side. The width of the new bridge will match the width of the roadway section at the approaches.

PROJECT JUSTIFICATION:

BR636 – The existing concrete channel pavement is in poor condition and repair is necessary to prevent the undermining of the bridge foundation. The bridge ranks 100th on the bridge deficiency list.

BR233 – The bridge is structurally deficient and ranks 82nd on the bridge deficiency list.



County: New Castle
Municipality:
Program Category: System Preservation
Representative District: 19,20
Senatorial District: 8



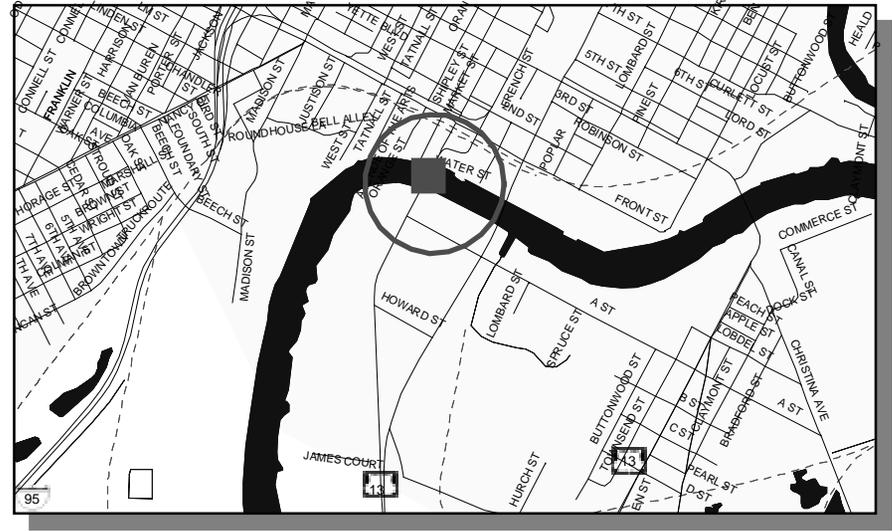
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
21-071-02	100% ST 100% ST 80% FHWA	110 50 700	PE R/W C	110	0	190		0		0		0	

All \$ X 1,000

BR688 ON SOUTH MARKET STREET OVER CHRISTINA RIVER

PROJECT SCOPE/DESCRIPTION: This is a double leaf draw bridge which spans the Christina River. An in-depth inspection of the structural, mechanical, and electrical systems is being conducted. The recommendations of this inspection will be used to design improvements to address the problems found. Repair/rehabilitation will be funded upon completion of the inspection/design phase through the Bridge Preservation Program.

PROJECT JUSTIFICATION: This bridge is functionally obsolete and ranks 48th on the bridge deficiency list.



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

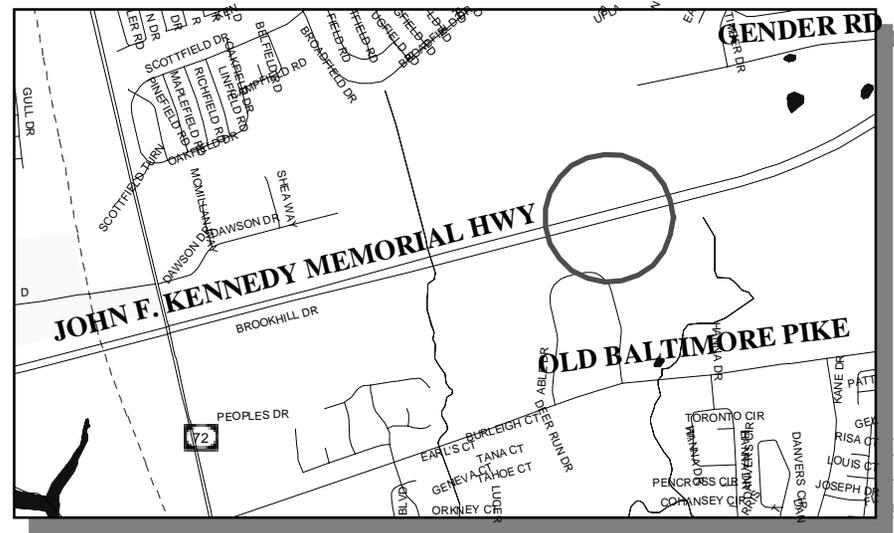
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
	100% ST	200	PE		0	200	200		0		0		0

All \$ X 1,000

BR712B, RAMP J AT I-95, SERVICE CENTER

PROJECT SCOPE/DESCRIPTION: This project will reinforce the existing rigid concrete frame with glass fiber, reinforced polymer plates and replace the existing hot-mix with a high performance, latex modified concrete overlay.

PROJECT JUSTIFICATION: The bridge is structurally deficient and ranks 40th on the bridge deficiency list.



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

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
	100% ST 90% FHWA	100 400	PE C	100	40	400	40		0		0		0

All \$ X 1,000

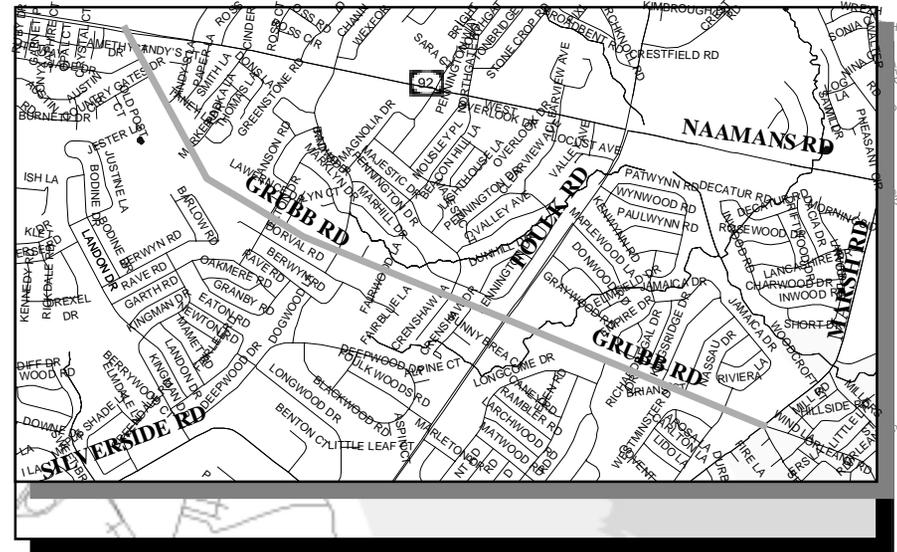
GRUBB/HARVEY ROAD (N209), NAAMAN'S ROAD TO MARSH ROAD

PROJECT SCOPE/DESCRIPTION: This project primarily involves pavement rehabilitation and drainage improvements. It will also include minor intersection and pedestrian improvements, including a small section of sidewalk and pedestrian signals.

PROJECT JUSTIFICATION: Several areas along this roadway are experiencing drainage problems.



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



FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
93-061-14	100% ST 100% ST 80% FHWA	100 250 2,050	PE R/W C	100 250	0	2,050	410	0	0	0	0	0	

All \$ X 1,000

I-95, WILMINGTON VIADUCT TO US202

PROJECT SCOPE/DESCRIPTION: Reconstruction and rehabilitation of the existing I-95 pavement from US202 to the PA line was completed and open to traffic in October 2000. The second phase of I-95 rehabilitation is the Wilmington Viaduct Project, which will begin in FY 2003 and continue through FY 2004. The third phase to this rehabilitation involves the reconstruction and rehabilitation of the pavement between the Wilmington Viaduct and US202.



An additional part of the project is the I-95 landscaping. Phase I has been planted. Phase II is in design. This work includes adding trees, shrubs, low maintenance grasses, and enhancing the “Gateway to Delaware” at the Pennsylvania State Line.

As part of the I-95 traffic mitigation plans, additional interstate access will be provided on I-495 in Wilmington by constructing two of four missing ramp movements at the existing US 13 interchange. The first ramp will terminate at Rogers Road from I-495 southbound and is currently under construction. 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

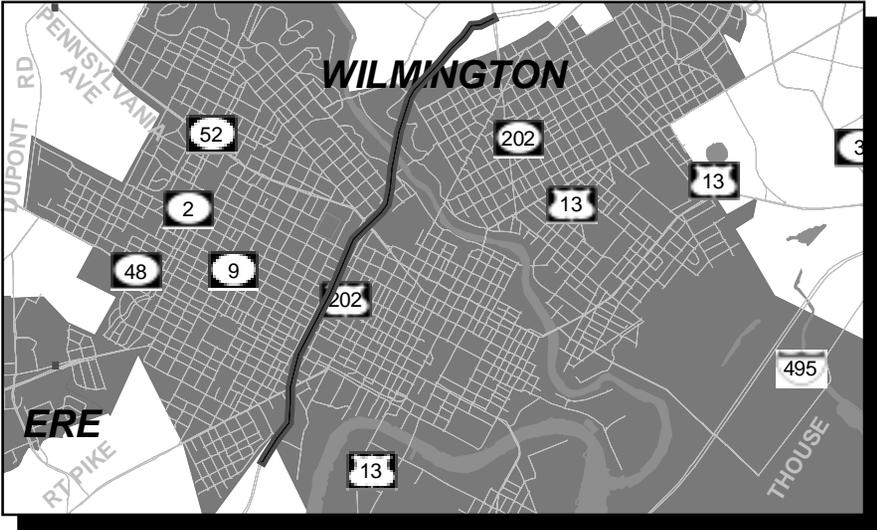


INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
Wilmington Viaduct to US202	80% AC FHWA 90% DISC FHWA	3,000 34,700	PE C	700	0	2,300	1,970	17,350	3,470	17,350	3,470		0
Public information campaign	90% FHWA 100% ST	500 289	INF INF	289		500							
Landscaping	100% ST 90% FHWA	65 200	PE C	65		200							
Traffic Management Imps (TMI)	80% FHWA 90% FHWA	1,100 6,250	PE C	1,100		6,250							
ITMS	80% FHWA	4,000	C	2,000		2,000							
I-495 / US 13 SB Off Ramp to NB US 13	100% ST 100% ST	30 1,100	PE/ENV C	30 1,100									
Churchman's Rail Service	100% ST	1,389		1,389									

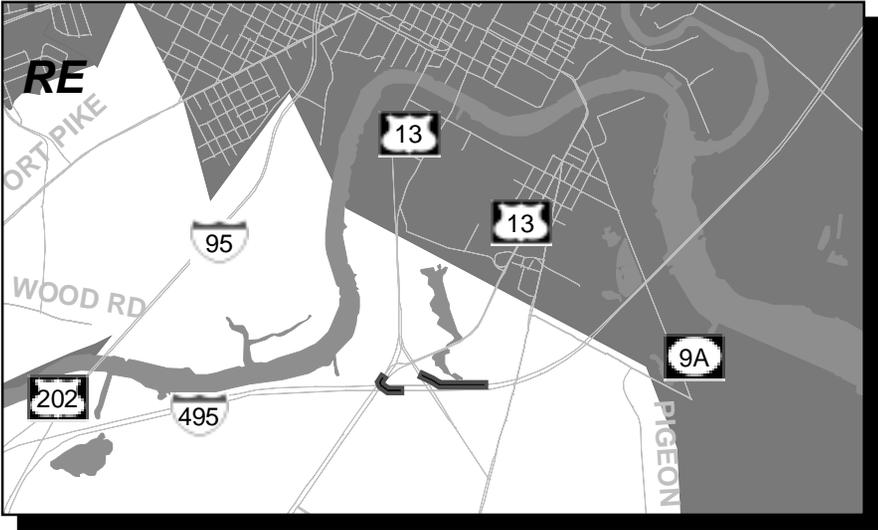
All \$ X 1,000

I-95, WILMINGTON VIADUCT TO US202 (CONTINUED)

WILMINGTON VIADUCT TO US202



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



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

PROJECT SCOPE/DESCRIPTION: This concrete roadway is deteriorating due to the presence of an alkali silica reaction (ASR) found in the concrete itself. The project will be undertaken in three parts, as outlined below.

BR680 will include the 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 a high performance concrete overlay.

Pavement rehabilitation from SR273 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 from Jay Drive to Burnside Boulevard.

Safety improvements in the areas of SR141 North of US 13 to US 13, including Washington Avenue, will include the extension of Washington Avenue to SR141; and closures to Pennsylvania & Delaware Avenue at SR141 and Washington Avenue at US 13.

PROJECT JUSTIFICATION: To alleviate the ASR problem.

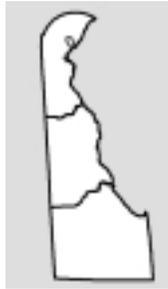
County: New Castle

Municipality:

Program Category: System Preservation

Representative District: 15,17,19

Senatorial District: 9,12,13



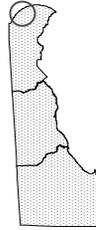
FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
					TOTAL	PROJ TTF	TOTAL	PROJ TTF						
99-071-10	BR680, US 13 and SR 141	100% ST 80% FHWA	150 3,375	R/W C	150	0		455		3,253		3,100		0
	Pavement Reconstruction													
	• SR273 to Jay Drive	80% FHWA 80% FHWA	575 11,500	PE C	575					12,247				
	• Jay Drive to Burnside Blvd	80% FHWA	15,500	C							15,500			
99-007-01	SR141, North of US 13 Delaware Avenue to Jay Drive	100% ST 90% FHWA	455 927	R/W C			455		927					

All \$ X 1,000

BRACKENVILLE ROAD, SR 48 TO BARLEY MILL ROAD, SAFETY

PROJECT SCOPE/DESCRIPTION: This project will include minor widening to provide 10' travel lanes and 2' grass shoulders. A closed drainage system and guardrail will be installed as part of the pavement rehabilitation.

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



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

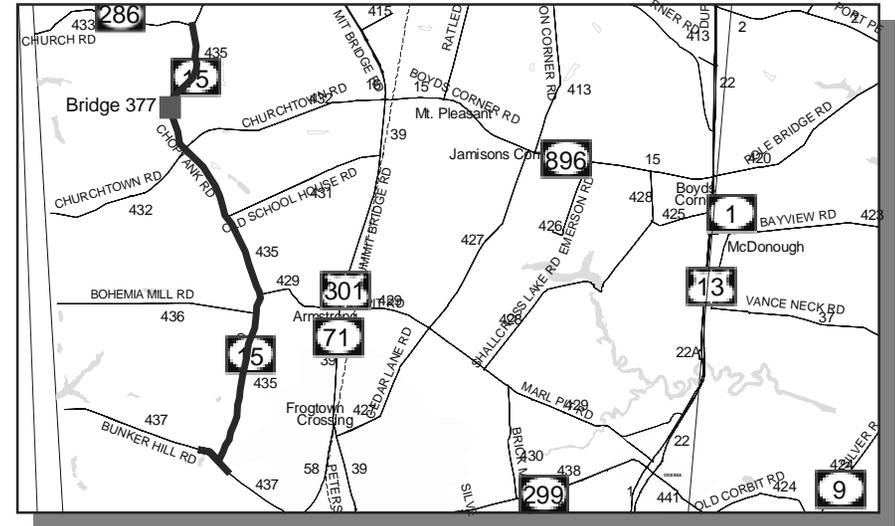
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF
20-044-01	100% ST 100% ST 100% ST 80% FHWA	595 272 500 1,816	LOC PE R/W C	295 272	0	300 500	800	0	0	363	1,818	0	0

All \$ X 1,000

CHOPTANK ROAD (SR 15 TO N455)

PROJECT SCOPE/DESCRIPTION: The project will widen the current 18' travelway to 24' with additional 2' – 5' bicycle/pedestrian shoulders; patching and wedging 3" hot-mix overlay; realigning the approach (BR377); and realigning the intersection of N435 and N437 to create clear sight lines/distance. As part of this project it will be necessary to relocate utilities and purchase right of way for new cross-section and realignments. The BR377 (one-lane) bridge replacement will be a separate project.

PROJECT JUSTIFICATION: To provide additional modes of transportation in the US301 corridor.



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 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
	100% ST 100% ST 100% ST 80% FHWA	180 700 1,200 7,000	ENV PE R/W C	180	0	700	440		0		1,200		1,400

All \$ X 1,000

CHURCHMAN'S CROSSING CORRIDOR IMPROVEMENTS

PROJECT SCOPE/DESCRIPTION:

Multi – modal Improvements

- **Areawide Sidewalks / Bus Stops** - Options to provide safe travelways for pedestrians and bicyclists. Improvements to bus shelters and bus pads to provide refuge areas for transit patrons.
- **Red Mill Road sidewalk** – Provide for safe pedestrian movement along this busy roadway.
- **Enhanced Transit Services** – Purchase vehicles to provide additional bus service, including shuttles throughout the area along with a ride share matching service; guaranteed ride home program; vanpool services, flexible work program transportation management coordination; provide timetables at bus stops; and work with local employees to promote compressed work week, staggered work hour, and preferential parking programs.
- **Bus Purchase** – Bus purchase for circulator routes through the corridor.
- **ITMS** – Enhance computerized traffic systems and other technological improvements to improve traffic flow and incident management throughout the area.

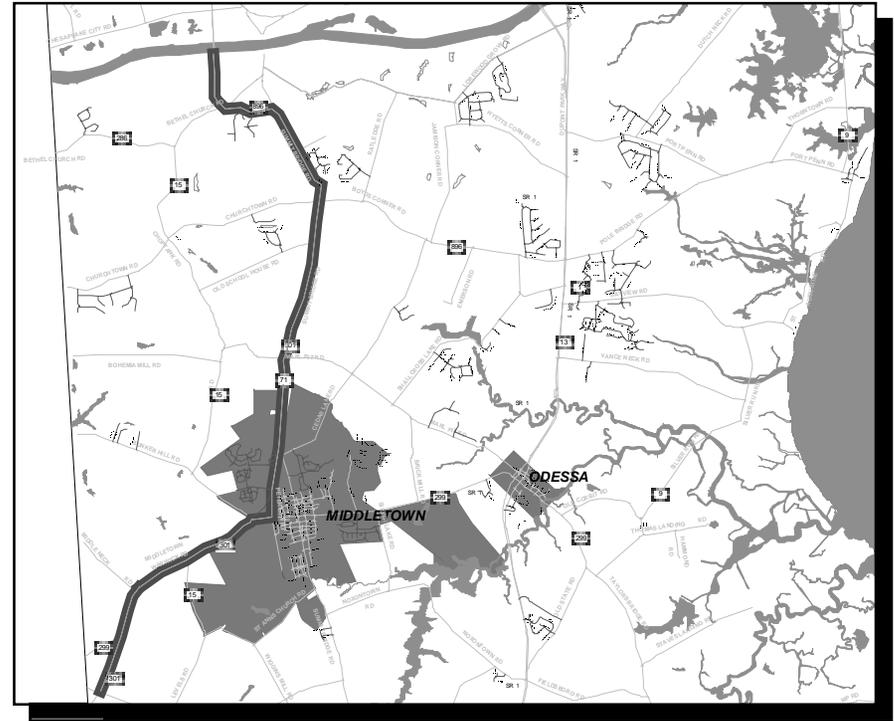


Intersection Improvements: The intersections listed below will be programmed for design and construction as conditions warrant, per the triggers recommended in the Churchman's Crossing Study. The funding shown is timed to be available when these intersections meet the triggers. Information from on-going traffic conditions monitoring will cause adjustments to be made.

- **SR 2/SR 7** – Additional left turn lane storage capacity for Kirkwood Highway and traffic turning onto SR 7.
- **SR 4/SR 7 (I)** – Additional left turn storage capacity for SR 4 traffic turning onto SR 7.
- **SR 7/SR273**- Additional left turn storage capacity for SR273 traffic turning onto SR 7.
- **SR 273/Harmony Road** – Intersection improvements to address the merging of traffic on westbound SR273 between Harmony Road and I-95.
- **SR 2/Harmony Road** – Additional left turn storage capacity for Kirkwood Highway (SR 2) traffic turning onto SR 7.
- **SR 4/Harmony Road** – Additional capacity on SR 4 to improve the intersection's level of service.
- **SR 4/SR 7 Phase (II)** – Additional capacity at intersection to support existing recorded development (JP Morgan).

SOUTHERN NEW CASTLE COUNTY IMPROVEMENTS

PROJECT SCOPE/DESCRIPTION: The US 301 Major Investment Study encompasses the area from the Maryland line to US 13, and from I-95 to the area just south of Middletown. The study is complete and has been adopted by WILMAPCO. Options have been narrowed to multi-modal packages of improvements/expansions (transit, pedestrian, bike, minor and major roadways). The final selected package of improvements will be phased in over the next 20+ years and, depending on the alternative chosen, may include major road capacity increases. These could range from dualization of existing US301 and SR896 (south of C&D canal) to a new four lane limited access highway between the Maryland line and SR 1-95, in addition to minor and major roadway expansion projects north of the C&D canal. An environmental impact statement will be prepared over the next three years, with subsequent review, coordination, and agreements with federal/state agencies, leading to location, design, and possible funding through the System Expansion Program. Funding is available within this project allocation for improvements to the secondary road system in Southern New Castle County, the first of which is Choptank Road as noted on a page in the System Management section. Additional secondary road improvements will be identified through a joint study conducted by New Castle County and the Department and funded under this project.



PROJECT JUSTIFICATION: To develop projects identified through the US301 Major Investment Study; the local roads plan being developed jointly by DelDOT and New Castle County; and economic development efforts to bring jobs south of the C&D canal.

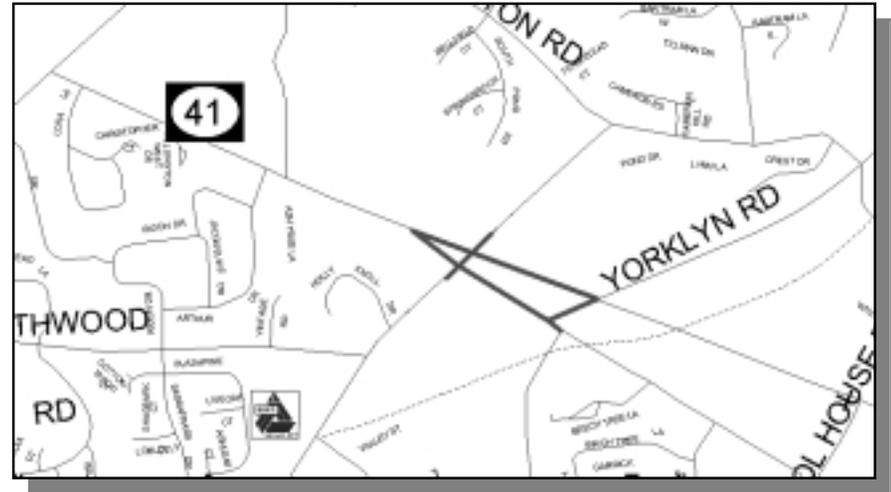
County: New Castle
Municipality: Middletown
Program Category: System Management
Representative District: 9
Senatorial District: 14



FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
	100% ST	80	PR	80	0	0	0	900			3,160		5,388
	100% ST	1,400	R/W			1,400							
	100% ST	2,400	C					2,400					
	80% FHWA	49,740	C					7,000		15,000			26,940

SR 41 (LANCASTER PIKE) YORKLYN ROAD TO VALLEY ROAD

PROJECT SCOPE/DESCRIPTION: An extensive community involvement process, refined the plan developed by WILMAPCO to address current traffic and pedestrian safety issues along the corridor extending from north of Valley Road to near School House Road. The plan includes installation of auxiliary turn lanes, channelization, restriping, crosswalks, possible street lighting and other aesthetic enhancements, and could require additional right-of-way. (See the Program Development Section of this document for additional planning schedule.)



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



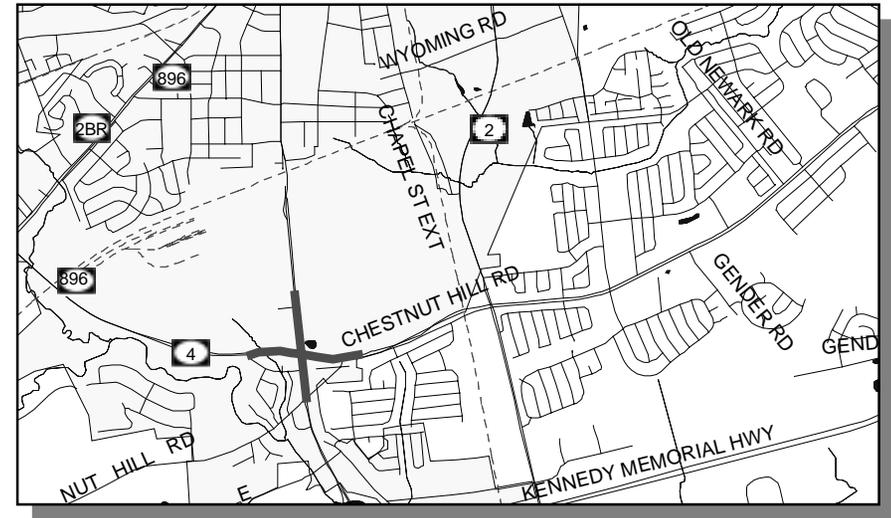
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
20-007-02	100% ST	125	LOC/ENV	125	0		360		1,000		1,260		0
	100% ST	735	PE	250		485							
	100% ST	1,000	R/W					1,000					
	80% FHWA	6,300	C							6,300			

All \$ X 1,000

SR896 AND SR 4 INTERSECTION IMPROVEMENTS, NEWARK

PROJECT SCOPE/DESCRIPTION: Planned improvements include the channelization of traffic and restriping for additional/longer left turning lanes at this major intersection.

PROJECT JUSTIFICATION: This project was identified through the Department's Project Development Committee for inclusion in the CIP.



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

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
	100% ST 80% FHWA	32 170	PE C		0	32	32	170	34		0		0

All \$ X 1,000

US 40, MARYLAND LINE TO US 13, CORRIDOR IMPROVEMENTS

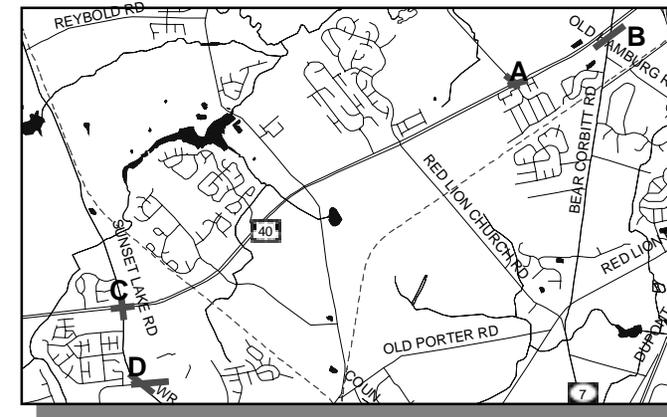


PROJECT SCOPE: This project seeks to implement the recommendations of the Route 40 Steering Committee, a public group that has recommended transportation improvements for the next twenty years to address planned growth and enhance the quality of life in the Route 40 Corridor. The Committee's recommendations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

The projects listed below represent the first phase of improvements recommended by the Plan. These projects will be closely tied to an ongoing travel monitoring program through the Route 40 Corridor Monitoring Committee (CMC), which has been charged to implement the recommendations of the Plan. Triggered projects will not be constructed until changing conditions dictate in order to avoid creating excess capacity and inducing additional development and traffic in the corridor. Conceptual Engineering and Environmental Documentation of large projects proposed for later phases are also beginning in FY2001 to facilitate implementation in the later years of the program and preserve needed right of way.

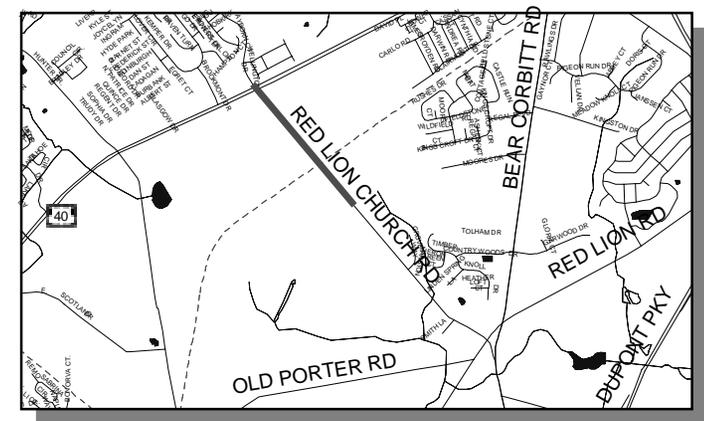
Intersection Improvements

- A. US 40/Walther Road (Short Term) – Addition of a southbound right turn lane to address existing capacity problems.
- B. US 40/Governors Square/Glendale Connector – Improvements at the intersection to provide southbound double left turn lanes, and one right turn lane, plus northbound double left turn lanes, one through lane, and right turn lane. This improvement is tied to Eden Square Connector needs.
- C. US 40/SR 72 – Addition of northbound and southbound through lanes, and eastbound and westbound left turn lanes to provide double lefts.
- D. SR 72/Del Laws – Realignment of the intersection to align with the proposed entrance to the Rickey Commerce Center.



Roadway Improvements

- E. Church Road, US 40 to Queensbury Village I - Improvements will include two travel lanes, bike lanes, sidewalks, and railroad crossing devices. Improvements to the intersection of Church Road and US 40 will provide additional turn lanes and pedestrian signals, as well as additional lighting. This project includes private developer contributions.



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

New Roadways

- F.** Eden Square Connector – Construct road from SR 7, south of Eden Square Shopping Center to relieve congestion at US 40/SR 7 intersection and improve accessibility.
- G.** Rue Madora Drive – Connection to two existing sections of Rue Madora Drive behind the Fox Run Shopping Center to improve local mobility.

Bicycle/Pedestrian Improvements- US40, SR72 to Appleby Road – Sidewalks, crosswalks, minor intersection improvements and signal modifications to address existing transportation problems at various locations throughout the US 40 Corridor. Specific locations and plans include:

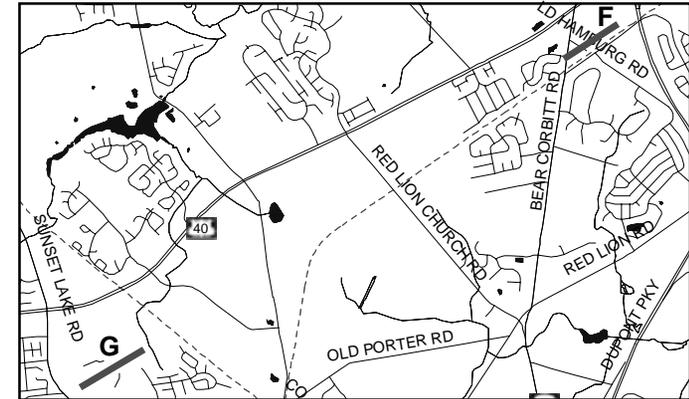
- H.** Songsmith Drive Sidewalks, McMullen Circle to Smalleys Dam Road.
- I.** US40 Sidepaths, Church Rd to SR1 – 10' foot wide combined pedestrian/bicycle paths along both sides of Route 40.
- J.** US40 Sidepaths, Salem Church Rd to Church Road.
- K.** Wilton Blvd and Appleby Road Sidewalks.
- L.** US40 Sidepaths, SR72 to Salem Church Road.
- M.** Old Baltimore Pike Sidepath, SR72 to SR273 – 10' foot wide combined pedestrian/bicycle path along one side of Old Baltimore Pike.
- N.** SR72 Sidewalks, US40 to SR71 – Addition of sidewalks along both sides of SR72. Tied to a long term needs planning study of SR72.
- O.** Walther Road Sidewalks, Old Baltimore Pike to US40.

Transit Service Enhancements –

- P.** Waterford Pedestrian Access – ADA accessible access to the bus stop on US40 from Waterford I to include a ramp system over the berm, lighting, and other security features.
- Q.** Additional Pedestrian Connection to Bus Stops – Sidewalk connections to bus stops throughout the corridor.
- R.** Bus Purchase – Purchase vehicles to provide additional transit services throughout the corridor.
- S.** Additional Bus Stop Improvements – Additional bus shelters at selected locations throughout the corridor.
- T.** Park and Ride Preservation/Expansion – Preservation of existing lots in the corridor (People's Plaza and SR7/SR273) and consideration of new ones (near both the SR72/US40 area and US40/SR7 areas.)
- U.** Route Deviation Service – Funding of a pilot project for route deviation transit services as an extension of neighborhood transit services program.

Other Improvements

- V.** US40 Signing and Streetscape Master Plan – Enhanced signage and streetscaping in the corridor. Construction of signage is scheduled for FY2002. Implementation of streetscaping scheduled for FY2005-2007
- W.** Access Management on Developing Properties – Coordination through NCC's land development process to reduce the number of new access points on Route 40.
- X.** US40 Streetscaping – Implementation of Streetscape Master Plan.



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

PROJECT JUSTIFICATION:

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



INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
US 40 Planning & Prelim Eng.	80% FHWA 100% ST	4,185 6,303	PE PE	2,270	0		8,751		6,681		11,150		4,190
US 40 Right of Way	100% ST	17,793	R/W	2,157		4,006		4,475		6,065		1,090	
Intersections													
A. US 40 / Walther Rd (Short Term)	100% ST 80% FHWA	46 304	PE C	46		304							
B. US 40/Gov Sq.Glendale Conn.	100% ST 80% FHWA	77 516	PE C	77				516					
C. US 40/ SR 72	80% FHWA	862	C									862	
D. SR 72 / DeLaws Road	80% FHWA	552	C									552	
Roadway Improvements													
E. Church Road, US 40 to Queensbury	80% FHWA	4,463	C			4,463							
New Roadways													
F. Eden Square Connector	80% FHWA Other/FHWA	203 1,350	PE C	203				1,350					
G. Rue Madora	100% ST 80% FHWA	50 334	PE C	50				334					
Bicycle/Pedestrian Improvements													
H. Songsmith Drive Sidewalks	80% FHWA 80% FHWA	156 1,040	PE C	156				1,040					
I. Sidepaths, Church Rd to SR1	80% FHWA	2,623	C							2,623			
J. Sidepaths, Salem Church to Church Rd.	80% FHWA	895	C							895			

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

INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
K. Wilton Blvd./Appleby Rd. Sidewalks	80% FHWA	1,733	C							1,733			
L. Sidepaths, SR 72 to Salem Church Rd.	80% FHWA	1,887	C									1,887	
M. Sidepaths, Old Balt Pike, SR 72 to SR273	80% FHWA	392	PE	392									392
	80% FHWA	2,613	C										2,613
N. SR 72 Sidewalks, US 40 to SR 71	80% FHWA	3,157	C										3,157
O. Walther Rd Sidewalks, OBP to US 40	80% FHWA	1,635	C										1,635
Transit Improvements													
P. Waterford Pedestrian Access	100% ST	20	PE	20									
	80% FHWA	135	C					135					
Q. Additional Pedestrian Connections to Stops	100% ST	34	PE	34									
	80% FHWA	225	C					225					
R. Bus Purchase	100% ST	300	PRO							300			
S. Additional Bus Stop Improvements	100% ST	68	PE	68									
	80% FHWA	450	C					450					
T. Park – n – Ride Preservation/Expansion	100% ST	900	C							900			
U. Route Deviation Service	100% ST	1,550	TR							1,550			
Other Improvements													
V. US 40 Signing and Streetscape Master Plan	100% ST	90	PE	90									
	100% ST	290	C			290							
W. Access Management on Developing Properties	100% ST	50	PE	50									
	80% FHWA	680	C										680
X. US 40 Streetscape	80% FHWA	2,200	C										2,200

All \$ X 1,000

WILMINGTON TRAFFIC CALMING AND PEDESTRIAN/TRANSIT IMPROVEMENTS

- A. Fourth Street, Walnut Street to I-95**– Fourth St. is an important vehicular and transit route. The goal is to improve pedestrian safety of the four-lane roadway and create a transit-friendly environment by constructing bus shelters, improving striping and crosswalks locations, and re-constructing sidewalks. Improve signalization will also be done as part of the project.
- B. Delaware Ave. Monroe Street to Walnut Street** - The goals of this project include better vehicle circulation and enhanced pedestrian amenities. This will be done through the re-alignment of lanes; restriping so that lane assignments are clear; establishing two-way traffic on 10th St. below Shipley; and re-constructing sidewalks with lighting and street trees.
- C. King and Orange, MLK to 13th Street** – These streets are the major corridors in Wilmington's central business district. It is the project's goal to greatly improve the transit rider's experience, thereby increasing usage. This will be done by installing state-of-the art bus shelters; making sidewalk and crosswalk improvements; and providing better lighting and streetscaping.
- D. / E. Market Street, Phase II (MLK Blvd. to 9th Street and 11th Street to 16th Street) and Market Street (9th Street to 11th Street)** - These projects will re-introduce vehicles to this area and allow for parking along Wilmington's main spine in the central business district to aid in the economic re-development of the area. Pedestrian and streetscaping enhancements are also part of the project. The project will also be consistent with the plan to build a steel wheel trolley along the length of Market St.
- F. Walnut Street, MLK to 16th Street** – Walnut St. is a major inbound route to the central business district. This project will improve its function by enhancing the roadway geometry (re-striping and re-assignment of lanes) as well as provide for safe pedestrian and transit uses. It's design will be consistent with the adjacent Wilmington Center III project.
- 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 signals to bring them to state-of-the-art levels for improved performance and safety. Signals will provide priority cycling for buses and a pre-empt for emergency vehicles. The existing sidewalks will be modified to meet ADA requirements at signalized intersections.
- H. US202 Broom Street to I-95** - Includes channelization and creation of a “boulevard” on US202 south of I-95 heading into Wilmington.



PROJECT JUSTIFICATION: The projects will improve the intermodal environment between city neighborhoods and employment centers; create safer vehicular/pedestrian environment; and improve the visual appearance of the streets.



WILMINGTON TRAFFIC CALMING AND PEDESTRIAN/TRANSIT IMPROVEMENTS (CONTINUED)

INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF
				0		193		1,063		0		875	
A. 4 th Street , Downtown	100% ST Wilmington FHWA	50 700 2,800	PD PE C					50 700		2,800			
B. Delaware Ave., Monroe St. to Walnut St.	100% ST Wilmington FHWA	30 170 2,400	PD PE C	30 170 2,400									
C. King & Orange Sts – MLK to 13 th St	80% FHWA 80% FHWA 80% FHWA	95 600 3,000	PD PE C			95 600		3,000					
D. Market Street – (Phase II) MLK to 9 th St. 11 th St. to 16 th St.	100% ST Wilmington FHWA	50 420 1,680	PD PE C					50 420		1,680			
E. Market Street – 9 th to 11 th St.	Wilmington FHWA	360 1,800	PE C	360 1,800									
F. Walnut Street, MLK to 16 th St.	100% ST Wilmington FHWA	54 340 1,700	PD PE C			54 340		1,700					
G. Signalization	100% FHWA 100% FHWA	1,207 12,203	PE C	1,114 7,559		93 2,394		2,250					
H. US202, Broom Street to I-95	100% ST 100% ST 80% FHWA	363 111 3,821	PE R/W C					363				111 3,821	

All \$ X 1,000

WILMINGTON RIVERFRONT / TRANSIT CENTER

PROJECT SCOPE/DESCRIPTION:

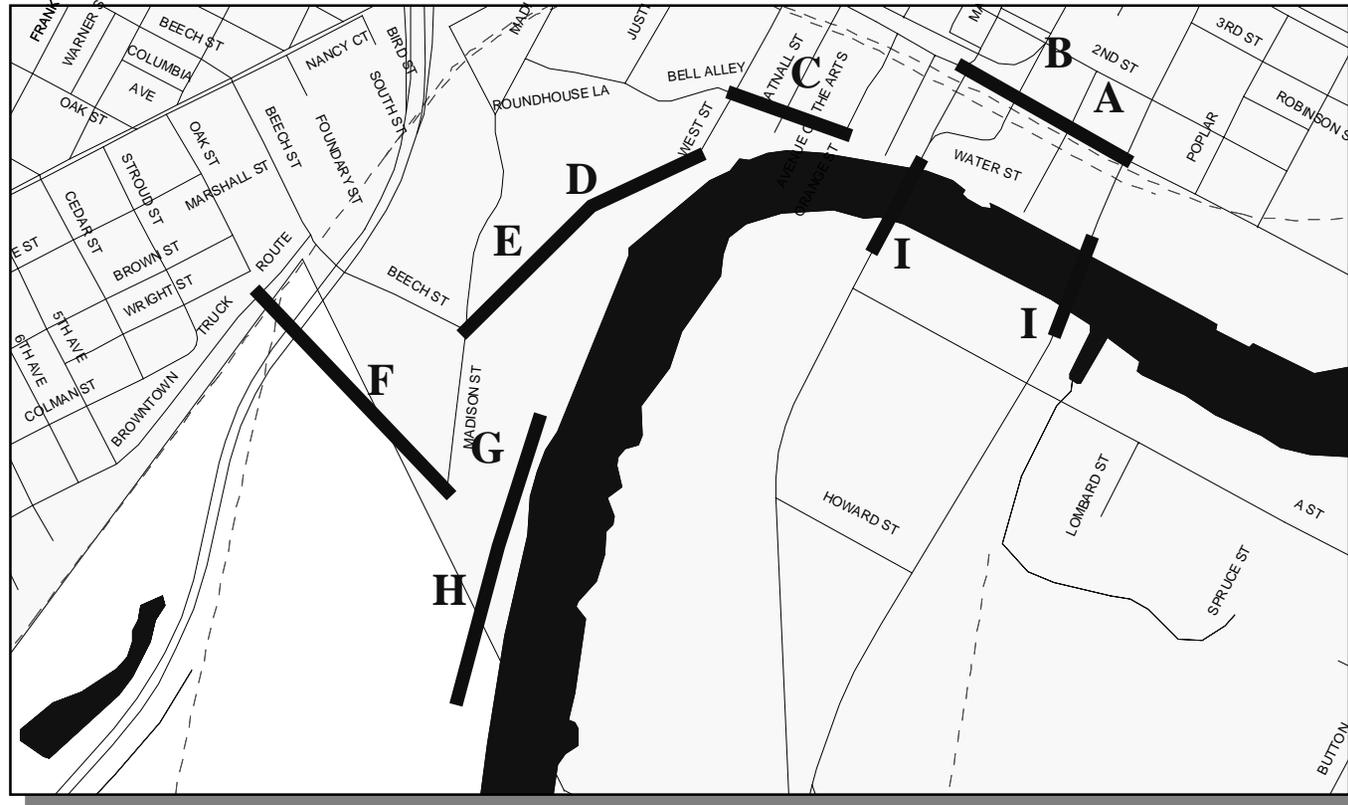
A. Wilmington Transit Center, Market Street to Walnut Street– The goal of this project is to provide better circulation for cars and buses as well as provide for safer pedestrian connections. This will be done through removal of the Walnut St. "sweep", making Market St. two-way south of MLK, Jr. Blvd; improved crosswalks; better lighting and better directional signage. This area is important as it is the hub of transportation activity in the city.

B. Wilmington Transit Center – Bus Staging Area Facility – This staging facility encourages multi-modal transportation in the area due to its proximity to the train station and other pedestrian links.

C. Water Street, Shipley Street to West Street - Water street improvements are needed to link newly completed S. Madison and West St. to the recently completed Tubman-Garrett Park and Transit Center areas. Water Street also fronts a development area, which requires transportation infrastructure improvements. The design will provide new pavement, improved drainage, pedestrian enhancements, streetscaping and controlled parking -- all elements which presently do not exist.

D. West Street Connector Extension - The West Street Connector Extension is a continuation of the South Madison West Street Connector. It runs from South Madison Street to Beech Street and provides for a secondary spine in the difficult-to-access Riverfront area. This infrastructure improvement supports the redevelopment of the northern bank of the Christina River. It will result in better vehicular access -- especially for special events -- which draws many visitors to the Riverfront.

E. West Street Connector Extension – Streetscape, South Madison to Stadium Drive This project completes the Connector Extension project by providing the necessary sidewalks, lighting, and trees for a pedestrian-friendly environment. It encourages pedestrian movement and complements the other transportation projects in the area.



WILMINGTON RIVERFRONT / TRANSIT CENTER (CONTINUED)

- F. Browntown Pedestrian Walkway from Community Center to Stadium Area** - This project provides a critical pedestrian link from the nearby community to the Riverfront Arts Center, Frawley Stadium, and other Riverfront attractions. It will construct pathways that are safe for pedestrians and encourage more pedestrian, rather than vehicular, movement in the area. The community is presently separated from the Riverfront by railroad tracks and the I-95 Viaduct.
- G. Riverwalk VII– from Arts Boulevard to the end of Shipyard Shops** - This continuation of the Riverwalk extends along the Christina River's northern bank adjacent to the redevelopment's retail area known as the Shipyard Shops. The Riverwalk serves as the primary access to the shops from the river side. It further supports pedestrian access on the recently completed Riverwalk from the Transit Center and Tubman-Garrett Park to the retail area.
- H. Riverwalk VIII– South of Shipyard Shops through Peterson Wildlife Preserve** – The final portion of the Riverwalk will connect the Shipyard Shops to the Education Center at the Governor Peterson Wildlife Preserve. This provides pedestrian-friendly access to a wildlife refuge area and will be consistent with the designs of previous Riverwalk phases.
- I. Market Street and Walnut Street Bridge Sidewalks** – The walkway on these bridges and their approaches must be improved for safe pedestrian use. Due to pending office developments on the south bank of the Christina Rivers (just south of the bridges), it is important for these links to be made. Just north of the bridges are the Transit Center, Tubman-Garrett Park, the new Justice Center, and the central business district.
- J. Interstate Access** - With the continuing development of Wilmington's Riverfront, access for local and regional travelers becomes increasingly important for this development to succeed. This on-going study allows the examination of option to new or improved connections from the area to I-95 and I-495.

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 riverfront attractions like Frawley Stadium, the Arts Center, Shipyard Shops, restaurants, and entertainment.

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



WILMINGTON RIVERFRONT / TRANSIT CENTER (CONTINUED)

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
					TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF
						0		12,905		6,350		600		0
20-121-02	Program Development	100% ST	300	PLAN	100		100		100					
	A. Wilmington Trans Center Market St. to Walnut St	100% ST	450	PE	450									
		100% WILM.	300	PE	300									
		100% ST	850	ENV/R/W	850									
		100% ST	4,900	C			4,900							
99-121-02	B. Wilmington Trans Center Bus Staging Area	100% ST	200	PE	200									
		100% ST	2,150	C	2,150									
	C. Water St. - Shipley to West Sts.	100% ST	300	PE			300							
		100% WILM	200	R/W			200							
		100% ST	1,200	C					1,200					
99-121-02	D. West St. Connector Extension	100% ST	400	ENV	400									
		100% ST	790	R/W	790									
		100% ST	2,800	C	535			2,365						
	E. West St. Connector Extension Streetscape – S. Madison Dr to Stadium Drive	100% ST	650	PE			650							
100% ST		1,000	ENV			500			500					
100% ST		250	R/W			250								
100% ST		4,400	C						4,400					
F. Browntown PedWalkway Community Center to Stadium	100% ST	75	PE	75										
	100% ST	50	ENV			50								
	100% ST	50	R/W	15		35								
	100% ST	475	C			475								
G. Riverwalk VII from Arts Blvd. To end of Shipyard Shops	100% ST	750	C	750										
H. Riverwalk VIII – from Shipyard Shops through Peterson Preserve	100% ST	600	PE	600										
		100% ST	3,280	C			3,280							
I. Market and Walnut Sts. Bridges	100% ST	150	PE						150					
	100% ST	600	C							600				
J. Interstate Access	100% ST	100					100							

All \$ X 1,000

CHURCHMAN'S CROSSING TRANSIT FACILITIES

PROJECT SCOPE/DESCRIPTION: On June 29, 2000, the inauguration of rail service within Churchman's Crossing began. The establishment of the Fairplay Station at Churchman's Crossing is an addition to existing SEPTA R2 commuter service between Newark, Wilmington, and Claymont to Central Philadelphia. The rail station is an important improvement towards providing transportation alternatives to the Churchman's area community. The station also has integrated bus and shuttles providing connections adjacent to the new platform.

The next phase of the project will be the development of a transit center facility. This facility is projected to include both small-scale retail and service businesses on the ground floor and offices on the upper floors. A transportation sales outlet center will also be located there and provide transit service information and amenities, creating an attractive transit center to focus on serving and attracting 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 Fairplay Station improvements are being finalized and will include slope treatment behind the platform and additional improvement to the pavilions. Future improvements to the station will include the addition of a speaker system on the platform, as well as further track improvements.

PROJECT JUSTIFICATION:

Fairplay Station provides a viable alternative for riders who would normally travel to this area by car on I-95, helping mitigate congestion along the I-95 corridor. The new station will provide another transportation choice for the Churchman's area. Coordinated bus service ensures timely delivery of employees to area businesses, which can also reduce roadway congestion. The Churchman's Study and discussions with area business leaders have identified these transportation improvements as important elements in trying to handle future travel demands in the face of rising traffic projections. The inclusion of a transit center into the design will provide the support services necessary to make this an even better transportation attraction and assist in producing increases in rail and bus ridership in the area.

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



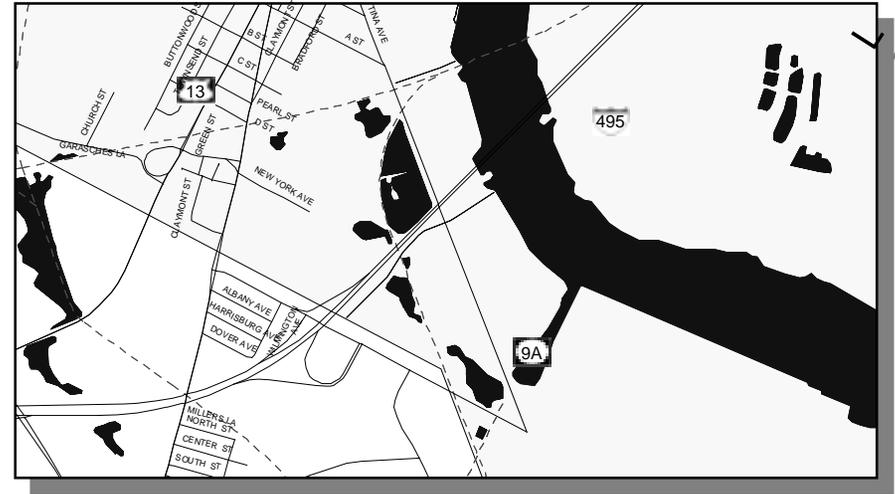
CHURCHMAN'S CROSSING TRANSIT FACILITIES (CONTINUED)

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01 PROJ TTF TOTAL	FY 2002 7/01-6/02 PROJ TTF TOTAL	FY 2003 7/02-6/03 PROJ TTF TOTAL	FY 2004 7/03-6/04 PROJ TTF TOTAL	FY 2005-2007 7/04-6/07 PROJ TTF TOTAL
	Rail Station	100% ST	3,854	C	0	3,854	6,454	0	0
	Public Announcement System	100% ST	30	C	30				
	Concrete Tie Improvement From Newark to Wilm.	100% ST	2,600	C		2,600			
	Track A, Landscape Imp's	100% ST	30	R/W	30				
	Fairplay Station Slope Treat	100% ST	80	C	80				

All \$ X 1,000

PORT OF WILMINGTON

PROJECT SCOPE/DESCRIPTION: The Port of Wilmington has been involved in the import/export automobile trade for over twenty years. In recent years there have been two developing trends in this trade that will significantly impact Wilmington’s future in this business. First, there has been a consolidation of a number of car companies worldwide. The recent Chrysler/Daimler merger, the potential purchase of Volvo by Volkswagen, the General Motors interest in Asian car makes and others suggest a consolidation of logistics routings will develop in the near future, likely leading to fewer port calls for ocean carriers. The AutoPort facility has been able to maintain its position in the export trade while others have upgraded their port processing and vehicle facilities to accommodate manufacturer demands for quality.



In FY 2001 \$10 million was authorized for the first phase of the AutoBerth construction. The second phase (of three) will be funded in FY 2002 for \$15,000. It is anticipated that another \$2.5 million will be needed to complete in FY 2003.

PROJECT JUSTIFICATION: To maintain the Autoport as a viable commercial entity in the import/export automobile trade.

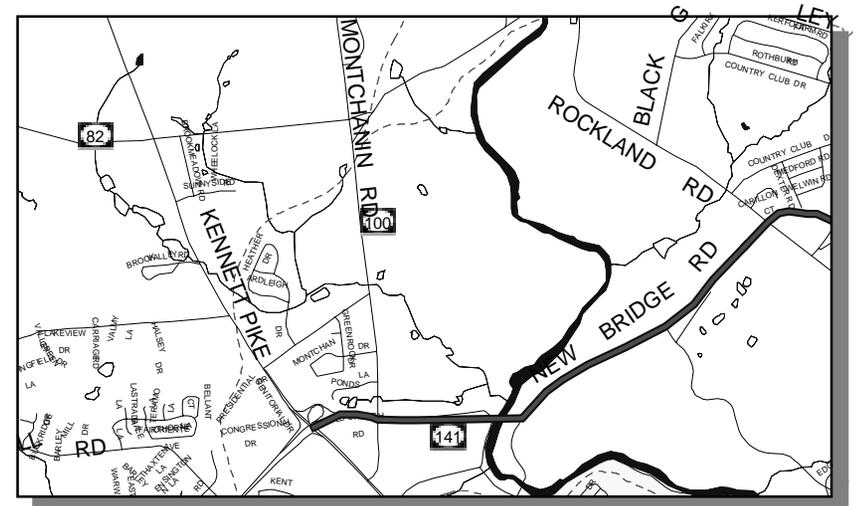
County: New Castle
Municipality:
Program Category: System Expansion
Representative District: 2,3
Senatorial District: 2

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
	100% ST	15,000			0	15,000	15,000		0		0		0
	OTHER	2,500						2,500					

All \$ X 1,000

SR141, KENNETT PIKE TO US202

PROJECT SCOPE/DESCRIPTION: This segment of SR141 includes the Tyler McConnell Bridge, a two-lane structure crossing the Brandywine River near the DuPont Experimental Station and the Hagley Museum. This segment of SR141 is a critical link in supporting the major business centers along SR141 from I95 to US202, including DuPont and Astra-Zeneca. Only being two lanes, the Tyler McConnell Bridge has limited capacity to support current traffic volumes and will continue to act as a pinch point in this segment of the corridor. As part of our public outreach effort, a Working Group has been created to assist the Department in the development of a multi-modal solution to this problem, while minimizing the impacts of any proposed solution to the many environmental and historic resources of this area. Future public workshops will be scheduled to present information on various alternatives. These will include items such as operational improvements associated with the DuPont Station entrances and the Rte100 intersection; transit and ITMS for the SR141 corridor; capacity improvements associated with the Tyler McConnell Bridge; and other corridor improvements under construction.



A complete assessment of the impacts of these various alternatives and packages of improvements will be made in order to develop a final recommendation on the preferred transportation solution to the Governor and Legislative – as called for in the FY 2001 Bond Bill.

County: New Castle
Program Category: System Expansion
Representative District: 6,4,11
Senatorial District: 1,4, 6



FMB I.D. OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT		FY 2002		FY 2003		FY 2004		FY 2005-2007	
				7/00-6/01 TOTAL	PROJ TTF	7/01-6/02 TOTAL	PROJ TTF	7/02-6/03 TOTAL	PROJ TTF	7/03-6/04 TOTAL	PROJ TTF	7/04-6/07 TOTAL	PROJ TTF
	80% FHWA	100	PLAN	100	0		4,166		12,339		0		0
	100% ST	500	PLAN	500									
	100% ST	7,000	PE	7,000									
	100% ST	8,000	R/W			8,000							
	80% AC FHWA	58,493	C					61,694					

All \$ X 1,000

SR141 / US202 AREA IMPROVEMENTS

PROJECT SCOPE/DESCRIPTION: Rockland Road to US202 – The approved Blue Ball Properties Master Plan has outlined recommendations for transportation and park and recreation improvements in this area associated with expansion of the Astra Zeneca complex. The recommendations, the improvements will be designed in phases:

- 1 – The SR141 / US202 work program will include stormwater management (SWM) throughout the area.
- 2 - West Side Roads – Includes new West Side Park Road, relocation of Rockland Road, West Side Park greenways, and stormwater management.
- 3 - East Side Roads – Includes new East Side Park Road, relocation of Weldin Road, relocation of Carruthers Lane, and East Side Park greenways.
- 4 - Utility Relocations – Development of a utility corridor to relocate utilities from US202 to West Side Park Road
- 5 - US202 – Improvements to US202, between I-95 Ramp and north of Powder Mill Road, includes new underpasses on US202 at Foulk Road and East Side Park Road; and improvements at the US202/Powder Mill Road intersection.
- 6 - SR141 Spur – Construction of a new road to connect SR141 and US202 at Foulk Road.
- The Parks and Recreation element of the improvements will include:
 - Restoration of the Blue Ball Dairy Barn located to the southwest of of the intersection of US202 and Rockland Road
 - Construction of a portion of the Northern Delaware greenway through the Blue Ball properties which will link the City of Wilmington at the Brandywine River.

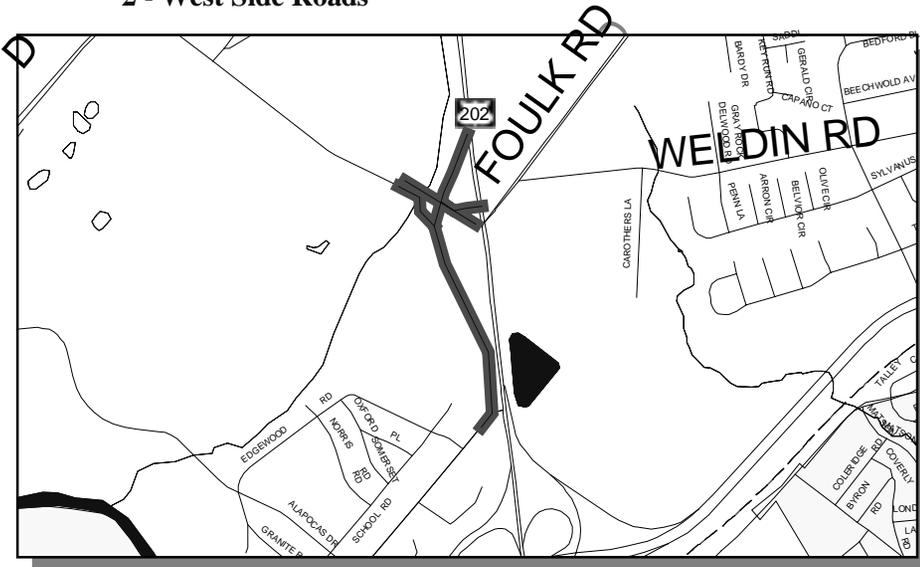


County: New Castle
Program Category: System Expansion
Representative District: 4, 6
Senatorial District: 1, 4



SR141 / US202 AREA IMPROVEMENTS (CONTINUED)

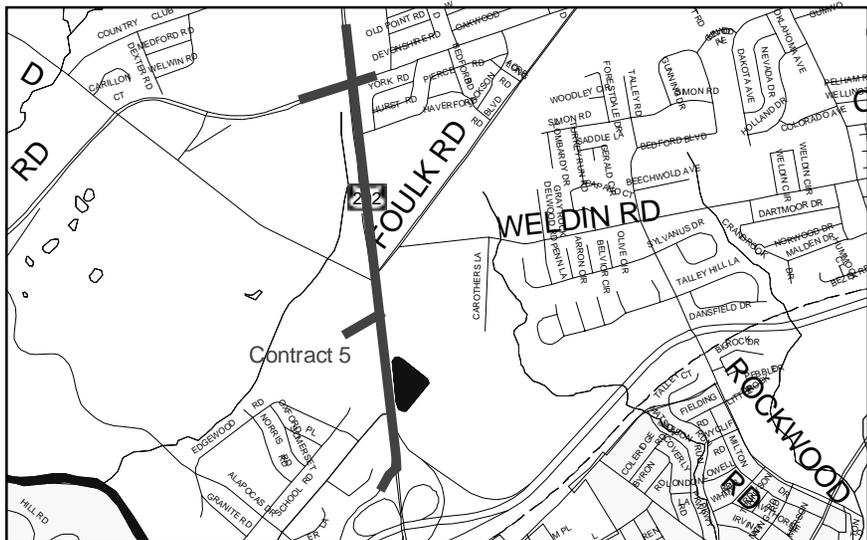
2 - West Side Roads



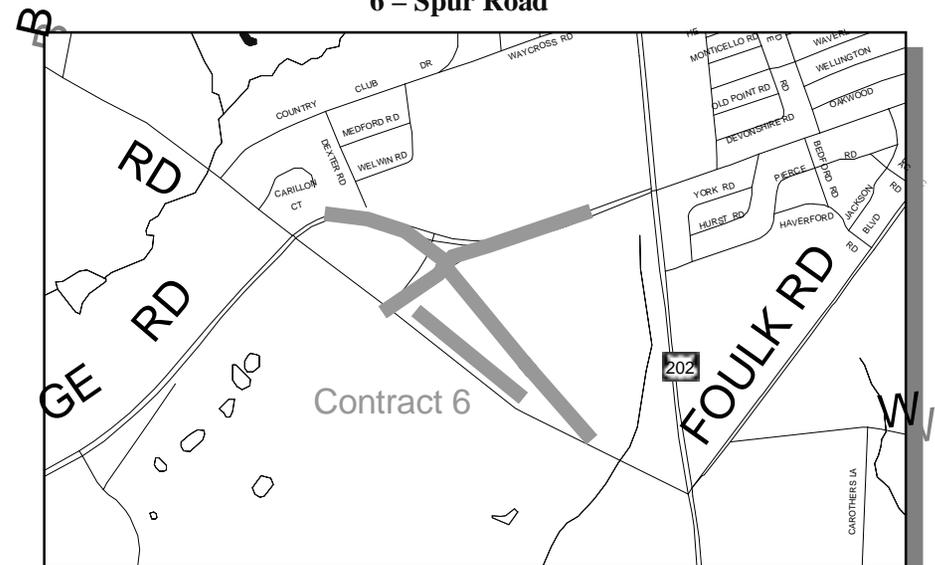
3 - East Side Roads



5 - SR141 / US202 and US202



6 - Spur Road



SRI41 / US202 AREA IMPROVEMENTS (CONTINUED)

INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT		FY 2002		FY 2003		FY 2004		FY 2005-2007	
				7/00-6/01 TOTAL	PROJ TTF	7/01-6/02	PROJ TTF	7/02-6/03 TOTAL	PROJ TTF	7/03-6/04 TOTAL	PROJ TTF	7/04-6/07	PROJ TTF
				0		0		0		0		0	
Blue Ball Properties Master Plan													
• Work Program													
Stormwater Management (SWM)	100% ST	500	PE	500									
• Improvements 2-5	100% ST	8,423	PE	8,423									
• 2 – West Side Roads	100% ST	13,029	C			13,029							
	100% ST	5,000	SWM			5,000							
• 3 – East Side Roads	100% ST	2,000	R/W			2,000							
	100% ST	13,067	C					13,782					
• 4 – Utility Relocations	100% ST	50	R/W			50							
	100% ST	3,500	C			3,500							
• 5 – US202/SRI41 & US202	100% ST	500	R/W					527					
	80% AC FHWA	33,629	C							36,427			
• 6 – Spur Road	100% ST	962	PE			962							
	80% FHWA	9,620	C									10,702	
Parks and Recreation Element													
• Work Program													
Historic Preservation – Blue Ball Barn Building	100% ST	4,552	HIST	4,552									
Greenway	100% ST	828	PE/C	828									

All \$ X 1,000

WILMINGTON TRANSIT CONNECTOR (TROLLEY)

PROJECT SCOPE/DESCRIPTION: The Wilmington Trolley route is approximately two miles in length from the Christina Riverfront to 11th and 12th Streets. Wilmington's trolley system will connect the City's three main activity centers: (1) the office area in the northern part of the central business district along Delaware/Washington Avenues; (2) the major commercial spine (Market Street) and Amtrak train station area; and (3) the Christina waterfront area, which is being developed as an arts/entertainment center. The (10) steel wheel replica trolleys will be powered by an overhead electrical system and is expected to serve approximately 760,000 paid trips annually.



A total of 23 potential station locations have been identified for study. Many of these locations offer major transfer opportunities to other modes of travel, as well as the opportunity to provide neighborhood connections to the city's major activity centers.

The proposed alignment will operate on reserved right-of-way along the Christina Waterfront; on streets through the existing commercial spine (Market Street); and will circulate on 11th and 12th Streets in the city's office center area to complete its commercial loop. This alignment was selected through a comprehensive public involvement process led by the City of Wilmington.

Total capital funding requirements (in 1999\$'s) are \$37.5 million with \$4.2 million from the City, \$3.7 million from private sources, \$3.7 million from State transportation funds, and the remainder from Federal Transit Administration (FTA) discretionary funding earmarked for new projects. The first \$1 million in federal money was appropriated within the FY 2000 federal budget.

PROJECT JUSTIFICATION: The Wilmington Trolley will:

- Support key state and city policy and planning goals.
- Enhance the existing transportation system.
- Strongly support recent and future economic development.
- Encourage additional investment in this urban area.

The projected net annual operating cost is \$1.5 million. 10% will come from the private sector; 10% from the City of Wilmington; and 80% from State transportation funds. The remaining \$0.5 million in operating costs are expected to be funded from the farebox.

WILMINGTON TRANSIT CONNECTOR (TROLLEY) (CONTINUED)



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

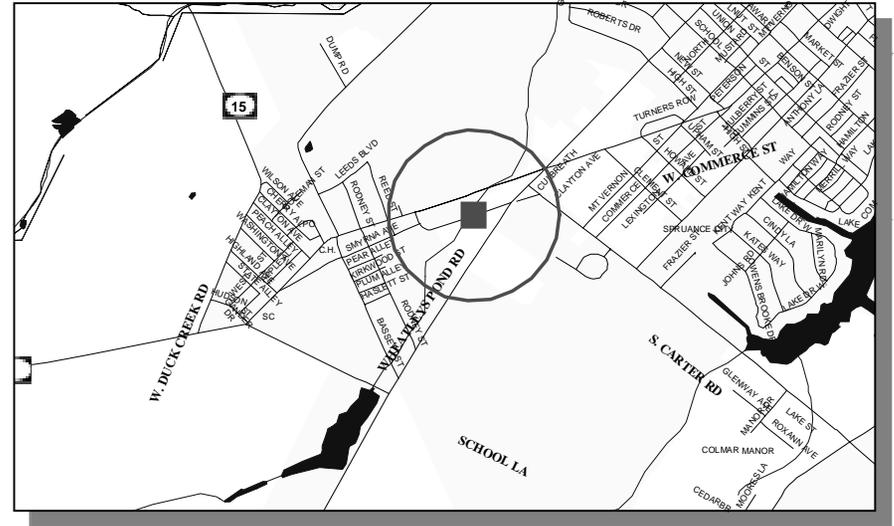
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT		FY 2002		FY 2003		FY 2004		FY 2005-2007	
				7/00-6/01 TOTAL	PROJ TTF	7/01-6/02 TOTAL	PROJ TTF	7/02-6/03 TOTAL	PROJ TTF	7/03-6/04 TOTAL	PROJ TTF	7/04-6/07 TOTAL	PROJ TTF
	DISC FTA	31,126	PE/C	2,000	0	5,000	420	14,129	2,382	9,997	1,428		0
	WILMINGTON	4,230	PE/C	250		170		2,382		1,428			
	PRIVATE	4,230	C			420		2,382		1,428			
	STATE	4,230	C			420		2,382		1,428			

All \$ X 1,000

BR137A ON K137 OVER DUCK CREEK, CLAYTON

PROJECT SCOPE/DESCRIPTION: Replace existing timber bridge and provide scour protection for foundation.

PROJECT JUSTIFICATION: The bridge is structurally deficient and ranks 15th on the bridge deficiency list.



County: Kent
Municipality: Clayton
Program Category: System Preservation
Representative District: 15,15
Senatorial District: 28

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
	100% ST 100% ST 80% FHWA	60 17 281	PE R/W C	64	0	17	17	56	56				

All \$ X 1,000

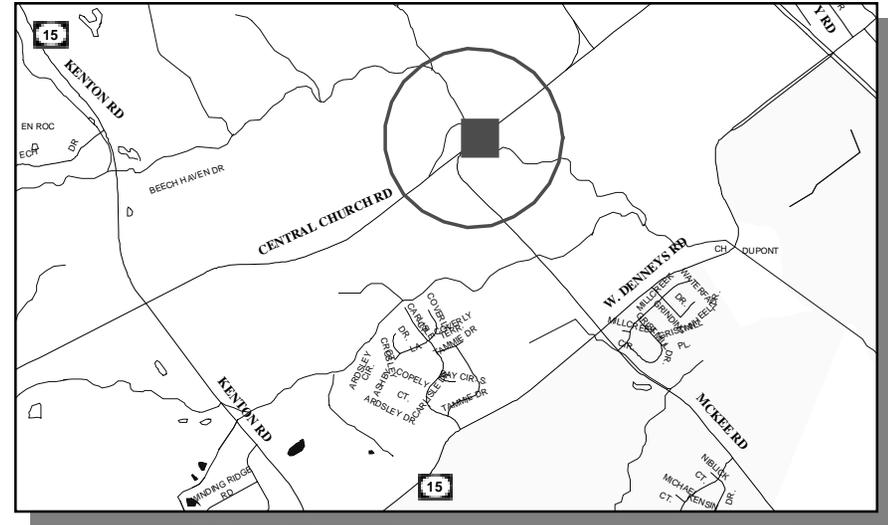
BR156A ON SAULSBURY ROAD (K156) OVER FORK BRANCH

PROJECT SCOPE/DESCRIPTION: Improvements will focus on rehabilitation of the existing deck by post-tensioning the glue laminate deck or using a similar technique to reduce cracking and excessive deflection.

PROJECT JUSTIFICATION: The bridge is structurally deficient ranks 78th on the bridge deficiency list.



and



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

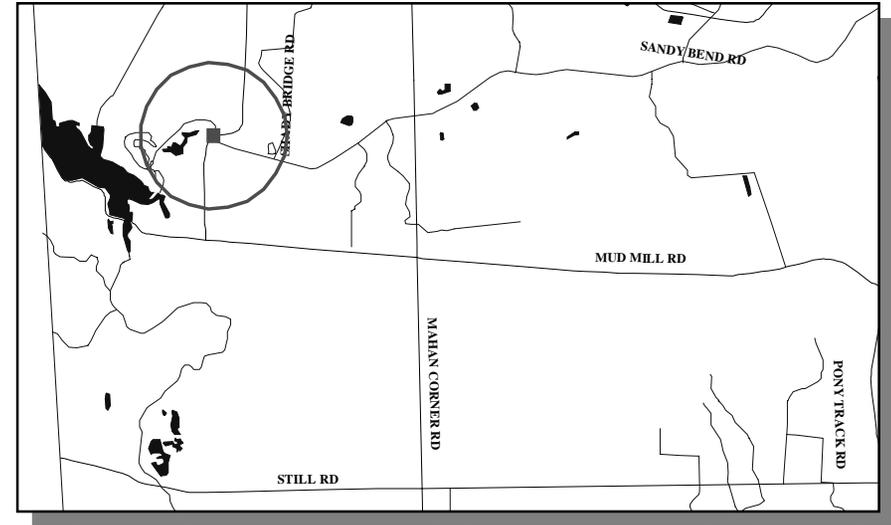
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
20-075-01	80% FHWA	200	C		0	200	40		0		0		0

All \$ X 1,000

BR210A ON K208 OVER SHADES BRANCH, SOUTH OF MARYDEL

PROJECT SCOPE/DESCRIPTION: Replace bridge with prestressed concrete structure on pile supported abutments. Raise roadway profile to eliminate flooding. Retain roadway fill with sheet pile wall. Place guardrail at approaches and riprap at abutments.

PROJECT JUSTIFICATION: The bridge is structurally deficient and is functionally obsolete. The bridge is ranked 61st on the bridge deficiency list.



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

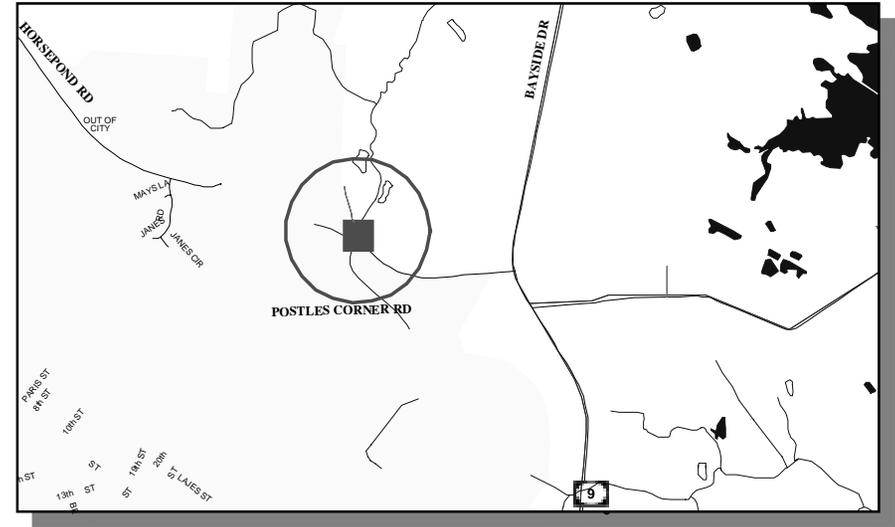
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
	100% ST 100% ST 80% FHWA	104 8 698	PE R/W C	104	0	8 695	147	0	0	0	0	0	

All \$ X 1,000

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

PROJECT SCOPE/DESCRIPTION: Replace deteriorated timber bridge with corrugated metal box. This bridge is located at one of the entrances to Dover Air Force Base and is the only outlet for a local trash removal business.

PROJECT JUSTIFICATION: The bridge is structurally deficient and currently ranks 22nd on the bridge deficiency list.



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

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
98-075-02	100% ST	300	C		0	300	202		0		0		0

All \$ X 1,000

CAMDEN / WYOMING TRUCK ROUTE INCLUDING WEST RAILROAD AVENUE

PROJECT SCOPE/DESCRIPTION:

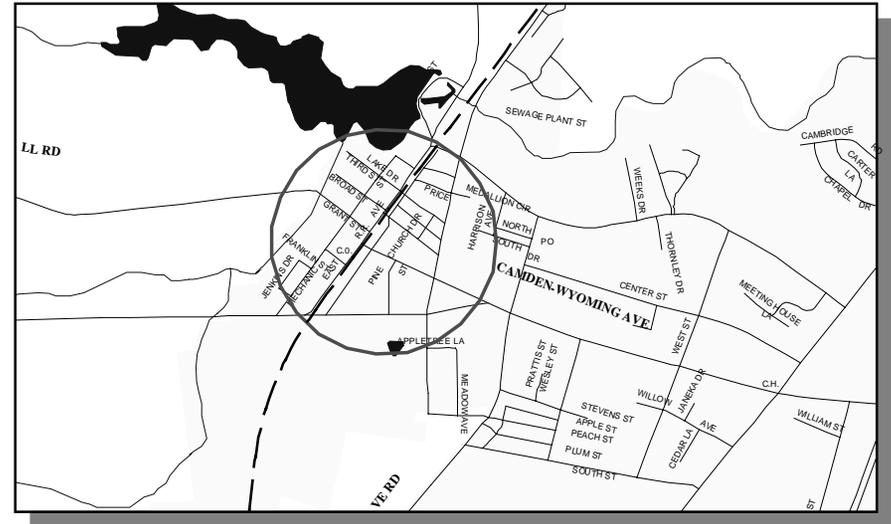
A Truck Route Study has been completed and improvement recommendations have been forwarded for design. Specific improvements include signing, striping, and turning radii changes. These improvements will be combined with others listed below.

Camden Wyoming Avenue: Install automatic gates at each of the four railroad crossings; install advance warning signs; and complete sidewalks.

Southern Boulevard: Install at-grade automatic gates at the Southern Boulevard rail crossing. This will also include completion of sidewalks on the northwest corner and elimination of the stop sign for westbound traffic, thus making Southern Boulevard a through movement.

PROJECT JUSTIFICATION: To reduce the potential for rail/motor vehicle collisions and improve safety at the rail crossings.

County: Kent
Municipality:
Program Category: System Management
Representative District: 34
Senatorial District: 16



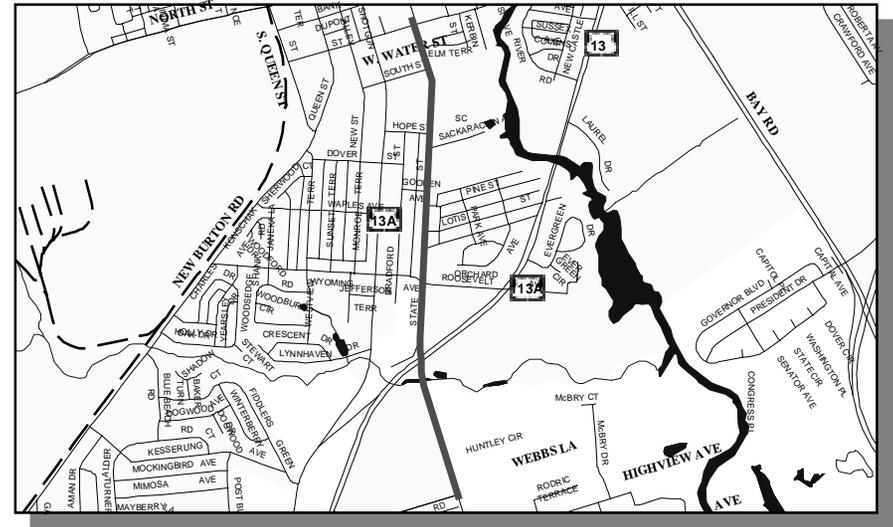
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
	100% ST	72	PE			72	0		50		134		0
	100% ST	50	R/W					50					
	80% FHWA	672	C							672			

All \$ X 1,000

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

PROJECT SCOPE/DESCRIPTION: This project has been assigned to Dover/Kent MPO, who will work with the City of Dover and local residents to define and implement this project. Possible improvements include construction of curbs and gutters, sidewalks, closed drainage system, shoulder reconstruction, bridge replacement, and restriping, as well as some minor widening improvements (including intersection improvements at Water Street). The improvements may also include striping and signalization at Governor's Avenue and Water Street.

PROJECT JUSTIFICATION: The recommendations of this study will focus on improving safety, drainage, and signalization to promote multi-modal usage of this section of Governor's Avenue.



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

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
	100% ST 80% FHWA	400 4,632	PE C		0	400	400		0	4,632	926		0

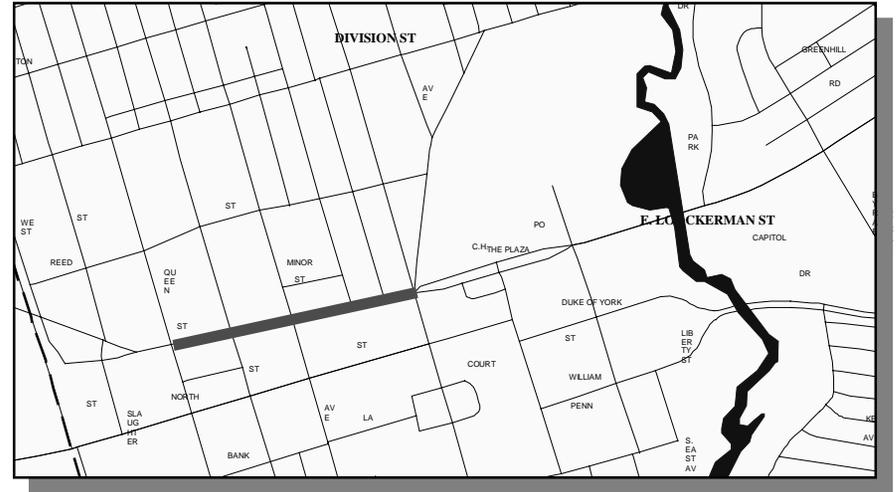
All \$ X 1,000

HARRINGTON TRUCK ROUTE (CON TINUED)

LOOCKERMAN STREET, QUEEN STREET TO STATE STREET, SAFETY

PROJECT SCOPE/DESCRIPTION: Improvements will include installation of a “signal ahead” sign; improved turning movements at Loockerman/Queen Streets; pedestrian signals; adding left turn arrows to pavement markings; installing handicapped curb cuts at Queen Street; and adding a signal on a mast arm.

PROJECT JUSTIFICATION: To improve safety for multi-modal movements throughout the area, which has a high accident rate.



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

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
	100% ST 80% FHWA	42 200	PE C		0	42	42	200	40				0

All \$ X 1,000

SR 1 AND US 13 CORRIDOR IMPROVEMENTS, KENT COUNTY

PROJECT SCOPE/DESCRIPTION: The projects identified in Kent County to preserve the capacity of this transportation corridor. Some of these locations are include:

- A. SR 1/US113A Little Heaven - Realign US113A north of Little Heaven to tie into a parallel roadway.
- B. US 13 / Peach Basket Road (Felton) Intersection – Intersection improvements to improve traffic flow.
- C. Thompsonville Overpass – Construct a new overpass.
- D. Construction of auxiliary turning lanes throughout the SR 1 Corridor in Kent County



PROJECT JUSTIFICATION: To preserve the capacity in the SR 1 and US 13 Corridor.



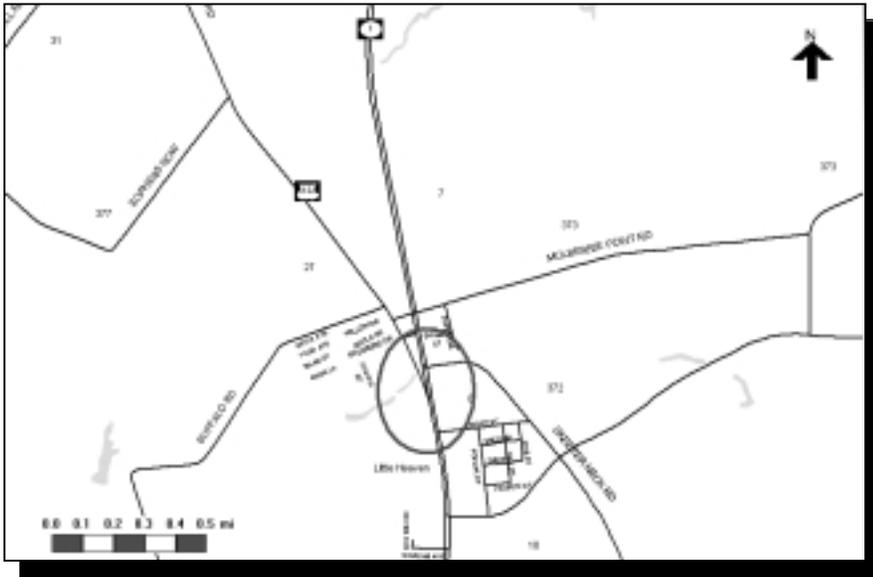
County: Kent
Municipality:
Program Category: System Management
Representative District: 33
Senatorial District: 16, 18

INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
					0		129		28		0		0
• SR 1/US113A	80% FHWA	60	PE C*			60							
• US 13 / Peach Basket Road	100% ST 80% FHWA 80% FHWA	15 138 35	PE C PE	35		15		138					
• Thompsonville Overpass	80% FHWA	500	PE	500									
• Auxiliary Lane Upgrades	80% FHWA	75	PE			75							

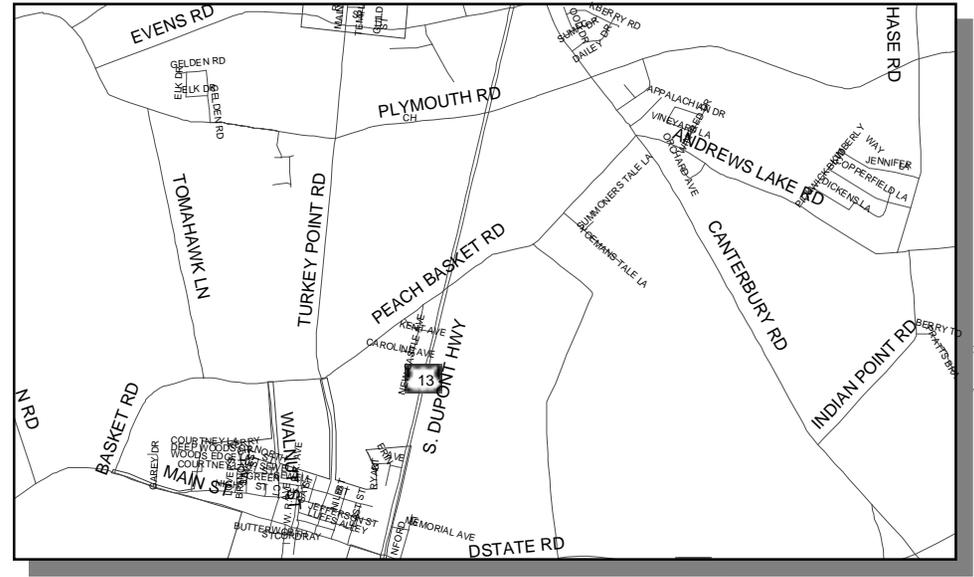
All \$ X 1,000

SR 1 AND US 13 CORRIDOR IMPROVEMENTS, KENT COUNTY (CONTINUED)

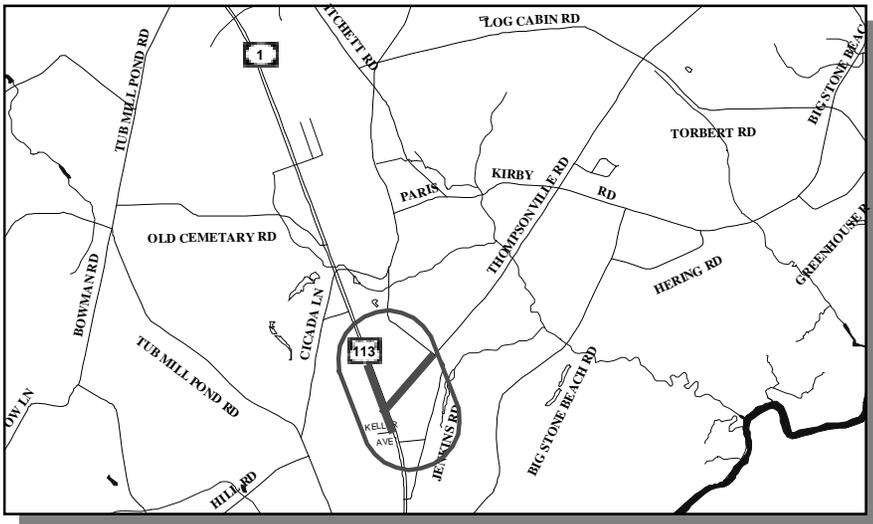
A. SR 1/US113A



B. US 13 / Peach Basket Road (Felton)



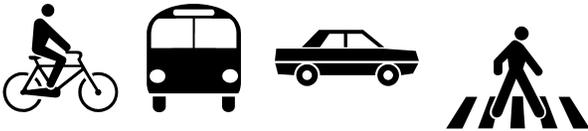
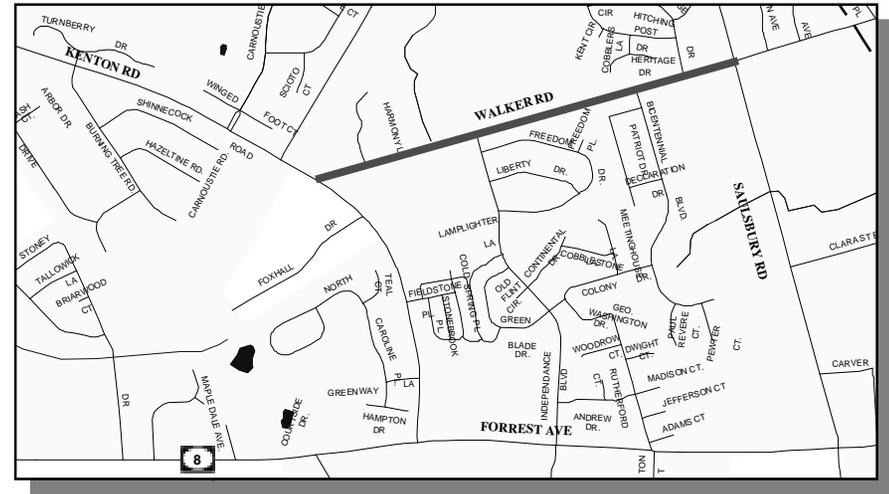
C. Thompsonville Overpass



WALKER ROAD, KENTON ROAD TO SAULSBURY ROAD, SAFETY

PROJECT SCOPE/DESCRIPTION: The proposed improvements consist of pavement rehabilitation; construction of shoulders and sidewalks on both sides of Walker Road; minor intersection improvements to accommodate bicycles; and minor drainage improvements. Some utility relocations will be necessary, as well as limited acquisition of right of way and easements. The entire roadway will be overlaid with new pavement and re-striped.

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



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

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/99-6/00		FY 2001 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004-2006 7/03-6/06	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
	100% ST 100% ST 80% FHWA	271 800 2,446	PE R/W C	271	0		0		800		489		0

All \$ X 1,000

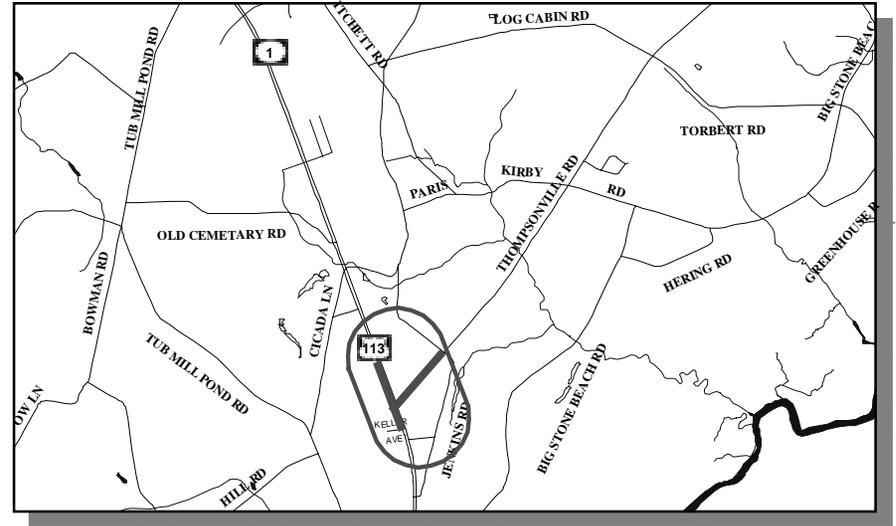
US113 / THOMPSONVILLE INTERCHANGE

PROJECT SCOPE/DESCRIPTION: Construct a grade-separated interchange at the signalized intersection of SR1 and Thompsonville Road (K19), along with a connector to Church Hill Road (K404) and removal of median crossovers.

PROJECT JUSTIFICATION: To enhance safety, improve traffic flow in accordance with the SR1 Corridor Capacity Preservation Program and provide an alternate route to access west Milford.



County: Kent
Municipality: Dover
Program Category: System Expansion
Representative District: 33
Senatorial District: 16,18



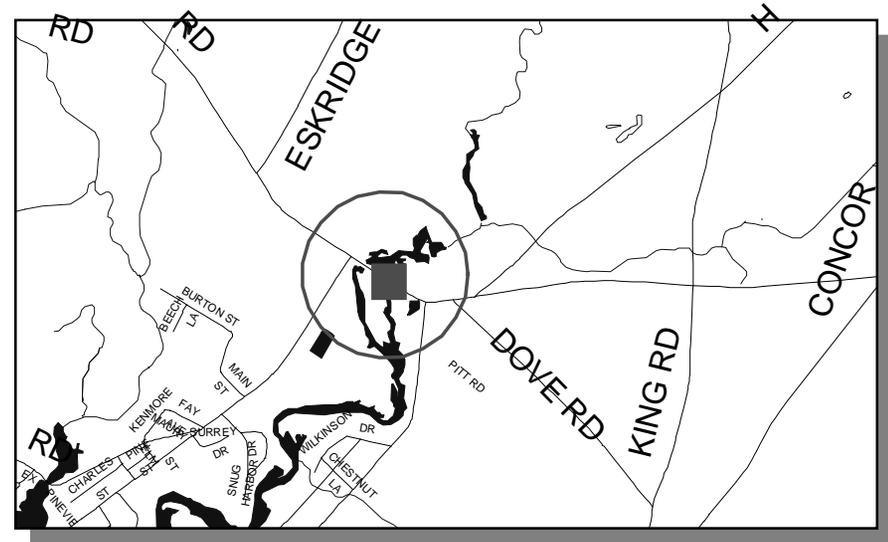
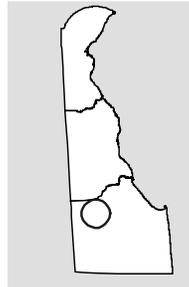
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
	80% FHWA 100% ST 80% AC FHWA	1,000 3,200 8,400	PE R/W C		0	1,000	200	3,375		1,820		0	
								3,375		9,099			

All \$ X 1,000

BR237 ON S 46 OVER GRAVELLY BRANCH, SEAFORD

PROJECT SCOPE/DESCRIPTION: Improvements will include replacement of bridge with a corrugated metal arch with riprap at the entrance and exit.

PROJECT JUSTIFICATION: The bridge is structurally deficient and ranked 104th on the bridge deficiency list.



County: Sussex
Municipality:
Program Category: System Preservation
Representative District: 35,39
Senatorial District: 19

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
21-076-01	100% ST 100% ST 80% FHWA	150 44 1,018	PE R/W C	150	0	1,062	248		0		0		0

All \$ X 1,000

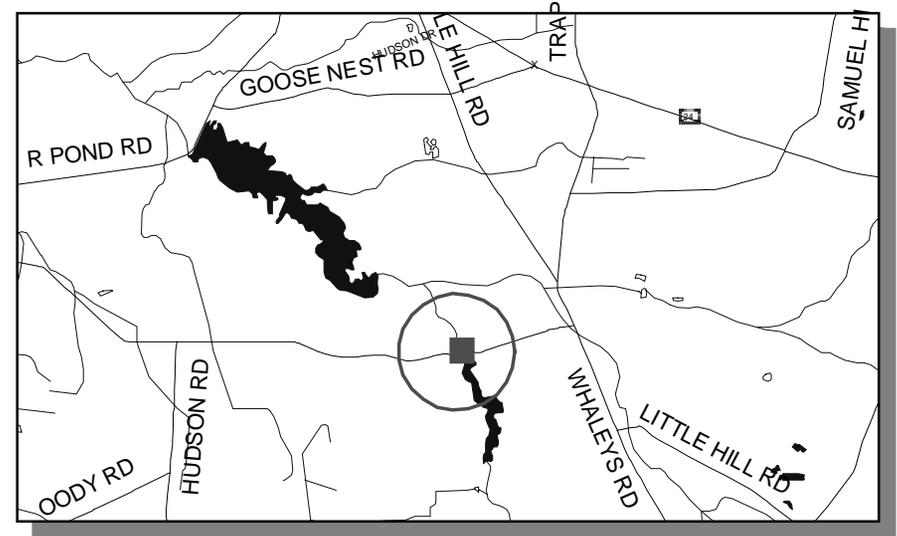
BR350 ON S 72 OVER RACCOON POND, SPILLWAY, LAUREL

PROJECT SCOPE/DESCRIPTION: Replace timber bridge and spillway with concrete structure on pile supported abutments with a steel sheet pile spillway and sluice gate. Place guardrail at approaches. Place riprap at spillway and under the bridge.

PROJECT JUSTIFICATION: The bridge is structurally deficient and functionally obsolete. It is ranked 65th on the deficiency list.



County: Sussex
Municipality:
Program Category: System Preservation
Representative District: 40
Senatorial District: 21



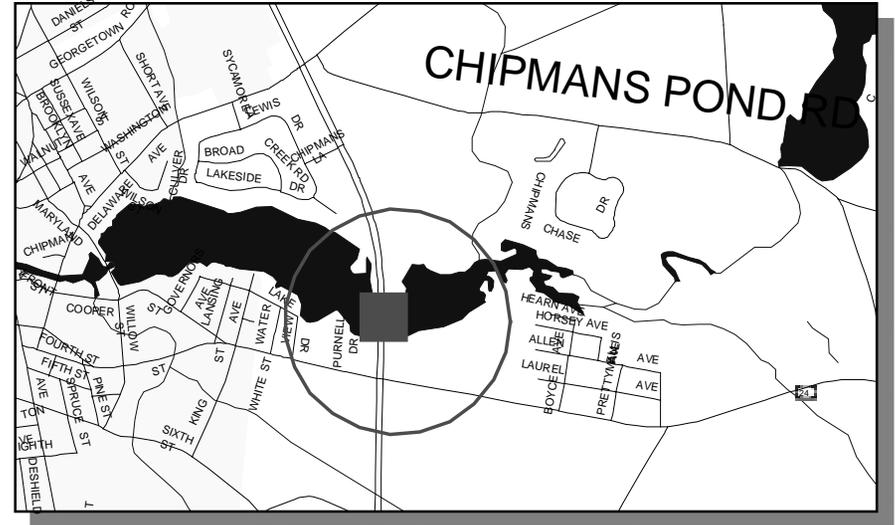
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF
	100% ST 100% ST 80% FHWA	126 16 874	PE R/W C	126	0	890	191		0		0		0

All \$ X 1,000

BR365N AND 365S ON NORTH AND SOUTH US 13, RECORDS POND, EAST OF LAUREL

PROJECT SCOPE/DESCRIPTION: Rehabilitate existing structures including pile jackets, concrete deck overlay, joint replacement, and upgrade existing bridge rail and guardrail. One lane of traffic on each bridge will be maintained during reconstruction.

PROJECT JUSTIFICATION: The bridges are functionally obsolete and are ranked 89th and 91st, respectively, on the deficiency list.



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

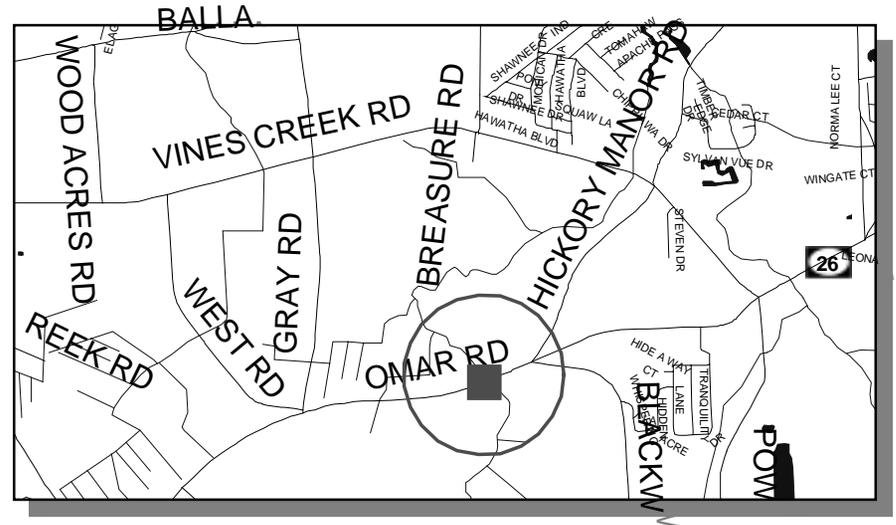
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
	100% ST 80% FHWA	166 1,108	PE C	166	0	222		0		0		0	

All \$ X 1,000

BR447 ON SR 54 OVER BLACK WATER DITCH, EAST OF DAGSBORO

PROJECT SCOPE/DESCRIPTION: Replace existing rigid frame.

PROJECT JUSTIFICATION: The bridge is structurally deficient and ranks 45th on the bridge deficiency list.



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

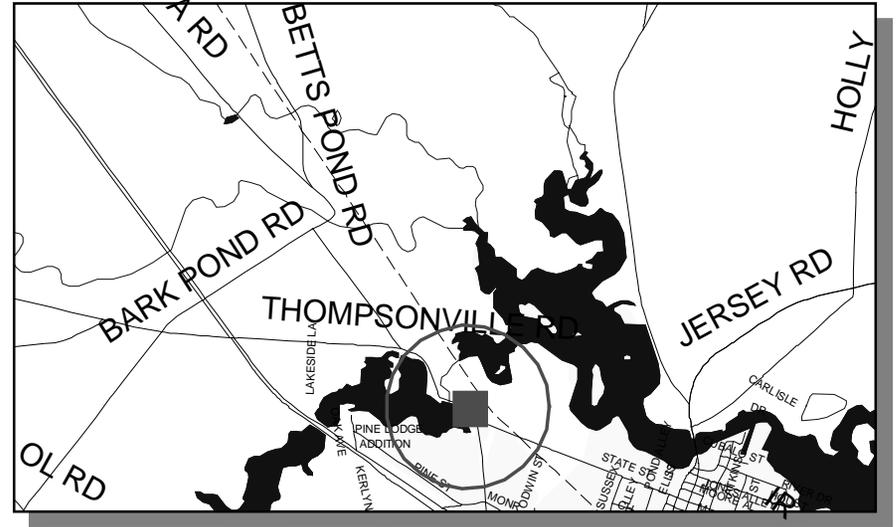
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF
21-073-01	100% ST 100% ST 80% FHWA	60 10 400	PE R/W C	60 10	0		80						

All \$ X 1,000

BR526 AND 527 ON BETTS POND, MILLSBORO

PROJECT SCOPE/DESCRIPTION: Replace BR527 with concrete frame structure and sheet pile spillway. Replace BR526 with concrete box. Place timber guardrail at bridge approaches. Stabilize slopes.

PROJECT JUSTIFICATION: Bridges have low structural capacity and narrow width. BR526 is ranked 67th and BR527 is ranked 11th on the bridge deficiency list. Both bridges are functionally obsolete.



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

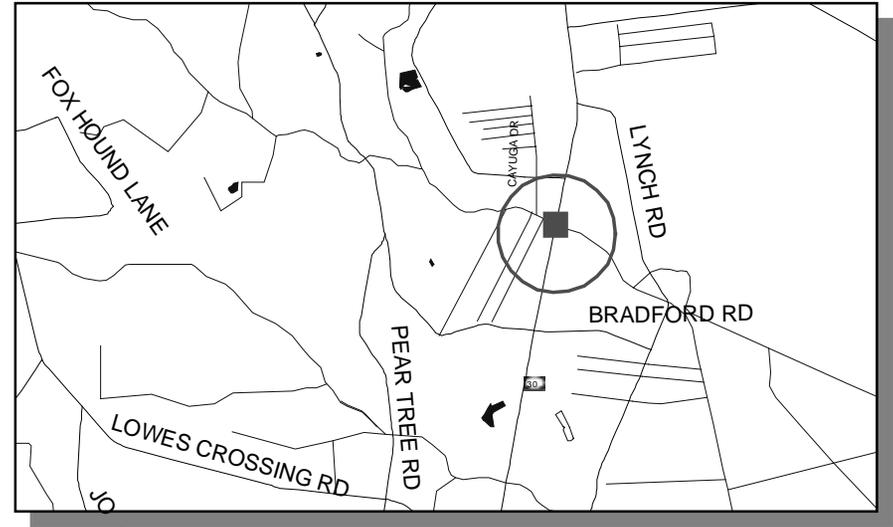
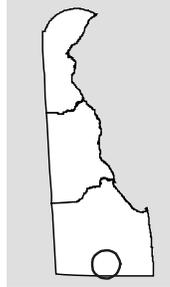
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF
99-073-01	100% ST	1,200	C		0	1,200	572		0		0		0

All \$ X 1,000

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

PROJECT SCOPE/DESCRIPTION: Improvements focus on replacement of the existing rigid frame with a precast rigid frame, with riprap placed to protect the foundation.

PROJECT JUSTIFICATION: The bridge is structurally deficient and ranks 124th on the bridge deficiency list.



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

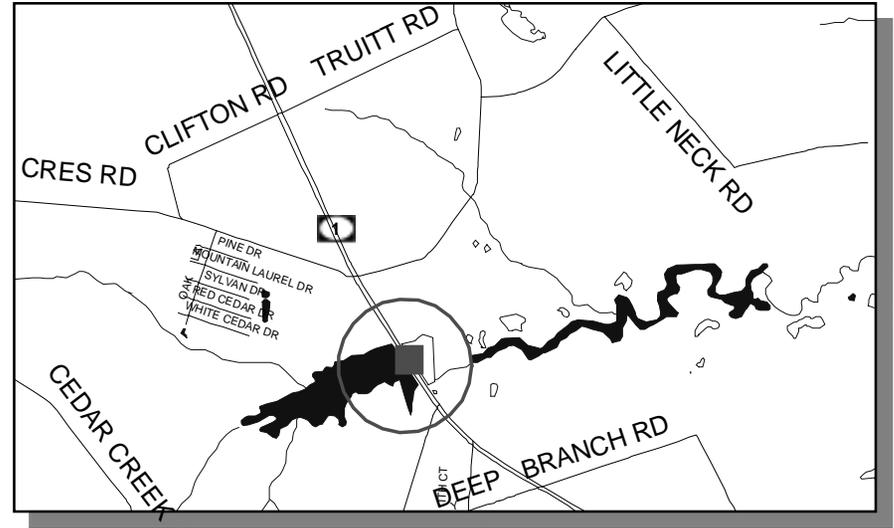
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF
20-073-05	100% ST 100% ST	5 344	R/W C	5	0	344	344	0	0	0	0	0	0

All \$ X 1,000

BR815N ON SR 1 NB OVER WAPLES POND

PROJECT SCOPE/DESCRIPTION: Replace concrete slab bridge with prestressed concrete adjacent box beam bridge; make safety improvements at approaches; and place rip-rap to prevent scour at the foundation.

PROJECT JUSTIFICATION: The bridge is structurally deficient and ranks 81st on the deficiency list.



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

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF
21-071-03	100% ST 100% ST 80% FHWA	150 10 1,026	PE R/W C	150	0		215		0		0		0

All \$ X 1,000

US113, MD STATE LINE NORTH OF DAGSBORO

PROJECT SCOPE/DESCRIPTION: This project was split into three separate phases. The first, US 113, North of Millsboro to S321 is -- currently under construction. The second, from North of Dagsboro to North of Millsboro was recently awarded. The remaining section from US113, North of Dagsboro to North of Millsboro -- will include resurface the existing pavement; make intersection and drainage improvements at SR 24; and incorporate various minor safety improvements.

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

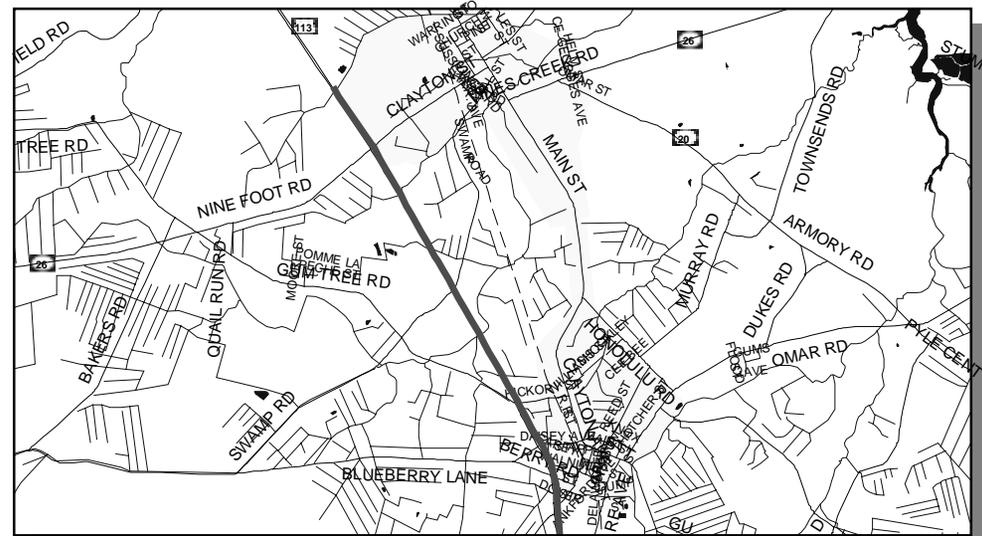
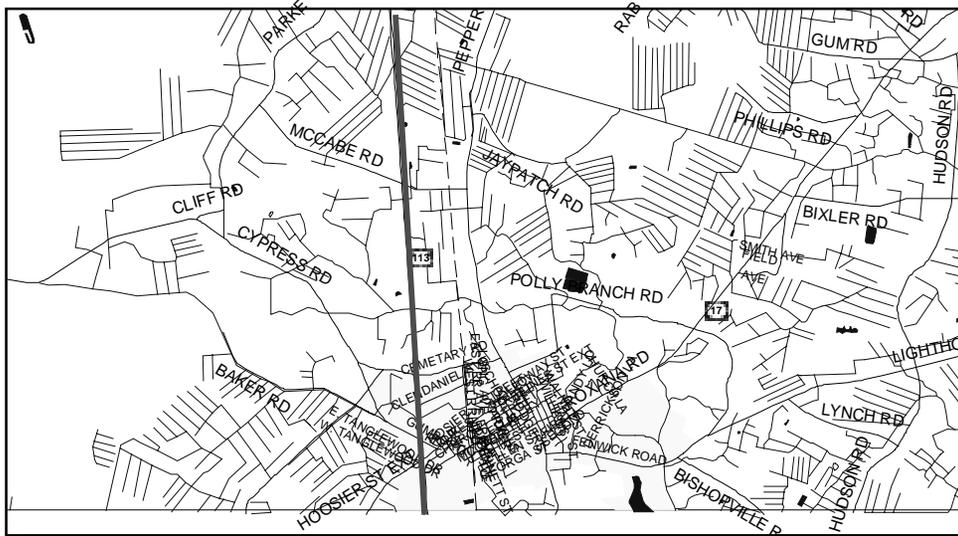


County: Sussex
Municipality:
Program Category: System Preservation
Representative District: 38, 41
Senatorial District: 20, 21

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF
97-109-02	80% FHWA	15,615	C		0	15,614	5,374		0		0		0

All \$ X 1,000

US113, MD STATE LINE NORTH OF DAGSBORO (CONTINUED)



MILTON TRUCK BYPASS, FROM SR 5 TO SR 30

PROJECT DESCRIPTION: To implement a truck bypass route around Milton, the following improvements are sought:

1. **Intersection improvements at SR 5/S319** – This intersection is difficult for trucks to navigate. In addition, the road at this intersection “dips”. (Supported by the 1995 Milton Truck Study).
2. **S319** – This roadbed is inadequate for truck traffic and needs to be reconstructed with 8-foot shoulders to handle truck and vehicular traffic. (Supported by the 1995 Milton Truck Study).
3. **BR806** – This bridge is structurally sound, but functionally obsolete. This bridge will be widened without having to be replaced. (Supported by the 1995 Milton Truck Study).
4. **Intersection improvements at SR 30/S319** - This stop sign intersection is difficult for trucks to maneuver through. Left and right turning lanes are needed. (Supported by the 1995 Milton Truck Study).
5. **Replacement of BR918** – This bridge is narrow and has a very low elevation. A curve just north of the bridge has raised safety concerns, as it is used by Haz-Mat trucks that cross over this millpond. (Supported by the 1995 Milton Truck Study).

PROJECT JUSTIFICATION: For over 20 years the Town of Milton has been complaining about the truck traffic using SR 5 detracting from local quality of life. The constant rumbling of trucks using SR 5 causes deterioration to houses adjacent to SR 5, some of which are historically significant. In addition, truck traffic conflicts with pedestrian safety and maintenance of town utilities located under the SR 5 roadbed.

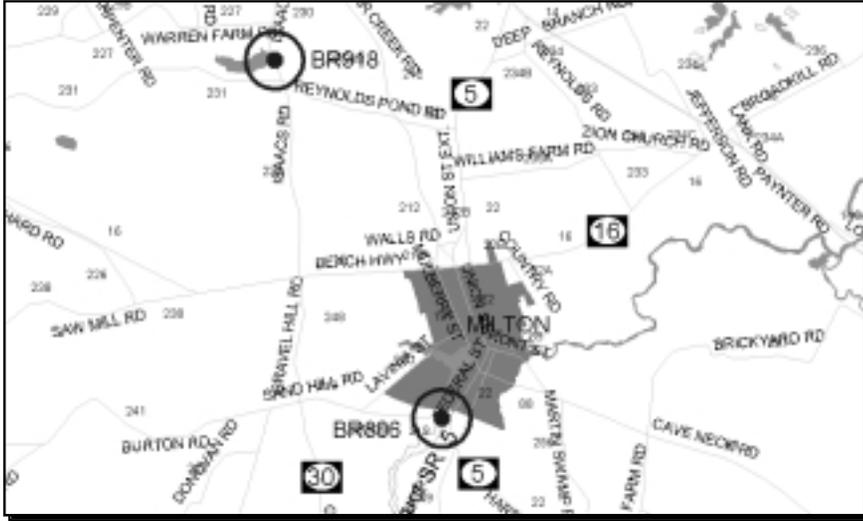
Area truckers, despite the Town’s opposition, continue to use SR 5 through the heart of town to access SR 1 Northbound. Truckers complained that the existing roads and linkages outside town were inadequate to meet their needs for safe and efficient truck travel. In the fall of 1998, DelDOT’s Bureau of Traffic posted Alternative Truck Route signs that directed trucks to the designated route around town. However, because the voluntary route does not meet truck traffic standards, use of this route cannot be enforced. Therefore, until the bypass improvements are completed, the truck traffic problem in town will continue.

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

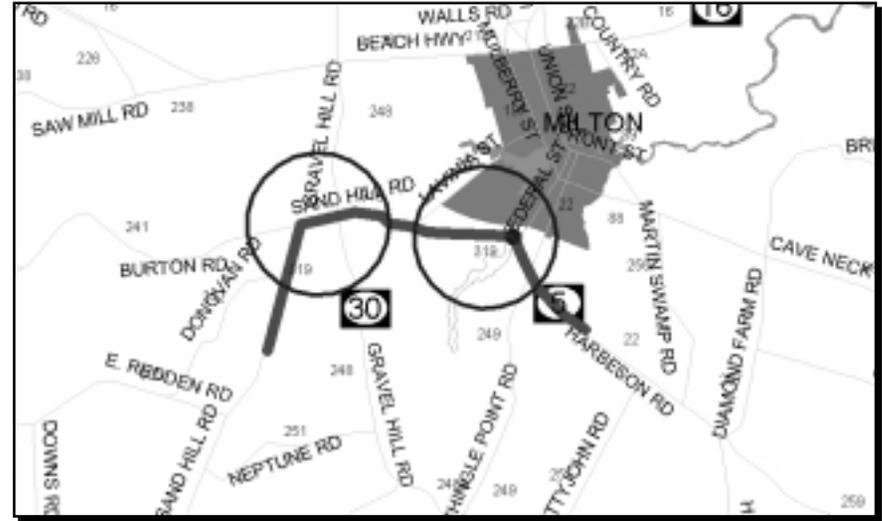


MILTON TRUCK BYPASS, FROM SR 5 TO SR 30 (CONTINUED)

BR806 on S319 AND BR918 on SR 30



S319, Reconstruction, S319 & SR 5, S319 & SR 30



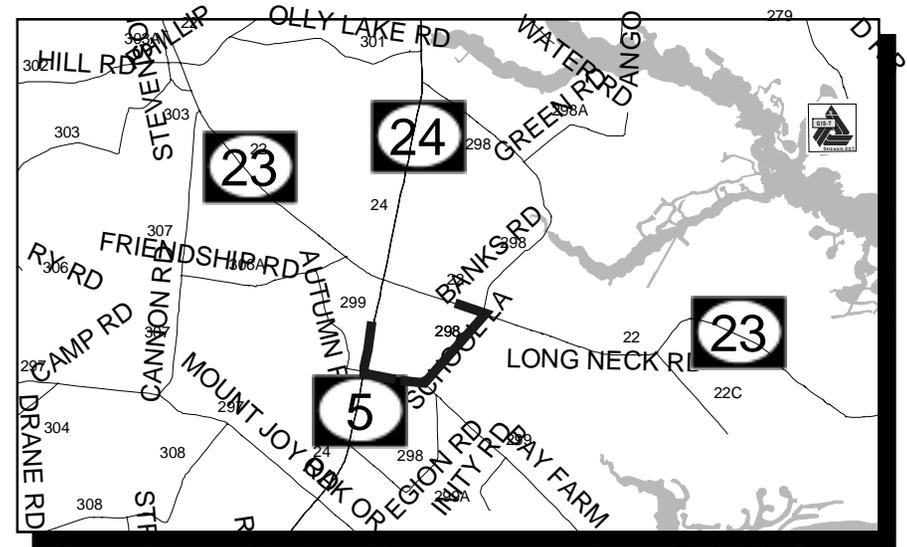
FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF
					0		282		10		390		0
	100% ST	37	LOC/ENV			37							
	100% ST	245	PE			245							
	100% ST	10	R/W					10					
	80% FHWA	1,950	C							1,950			

All \$ X 1,000

S298 AND 299, REHABILITATION AND SAFETY IMPROVEMENTS

PROJECT SCOPE/DESCRIPTION: This project consists of three phases of safety and roadway improvements including:

- S298, from SR 24 to S 22: Place a 3' pavement overlay 22' wide; install closed drainage; curb the intersection at S 22; and create a turn lane to S 22 westbound and signalize intersection. Ditching will also be addressed as needed.
- S298 at SR 24: Realignment as well as with lighting and safety improvements.
- S298 from S 22 to S299: 3' pavement overlay for 22' wide travel lanes and 4' shoulders; curbs and gutters; sidewalks; and a closed drainage system. Other lighting and safety improvements will also be made.



PROJECT JUSTIFICATION: Improve safety throughout the area.



County: Sussex
Municipality:
Program Category: System Management
Representative District: 37, 38
Senatorial District: 20

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
	100% ST 100% ST 100% ST 80% FHWA	50 150 100 1,400	LOC/ENV PE R/W C		0	50	50	150		100		1,400	280

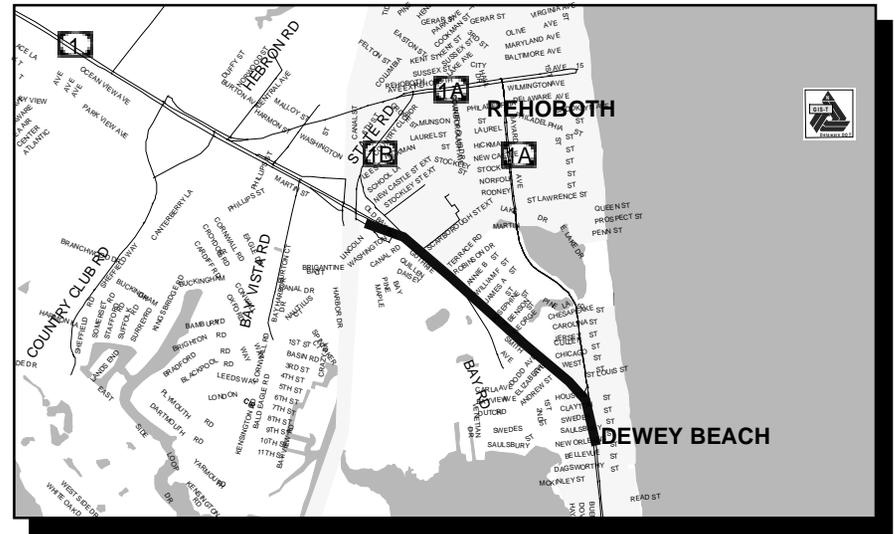
All \$ X 1,000

SR 1, DEWEY BEACH TO LEWES AND REHOBOTH CANAL, IMPROVEMENTS

PROJECT SCOPE/DESCRIPTION: Construction of sidewalks on both sides of SR 1; median modifications; pavement and drainage improvements; and intersection improvements, including the installation of a new traffic signal at the intersection of Dodd Avenue and SR 1. The project limits are from Salisbury Road to the Lewes and Rehoboth Canal. Pavement rehabilitation along the length of the roadway will also be undertaken.

PROJECT JUSTIFICATION: To improve pedestrian safety and make needed roadway improvements.

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



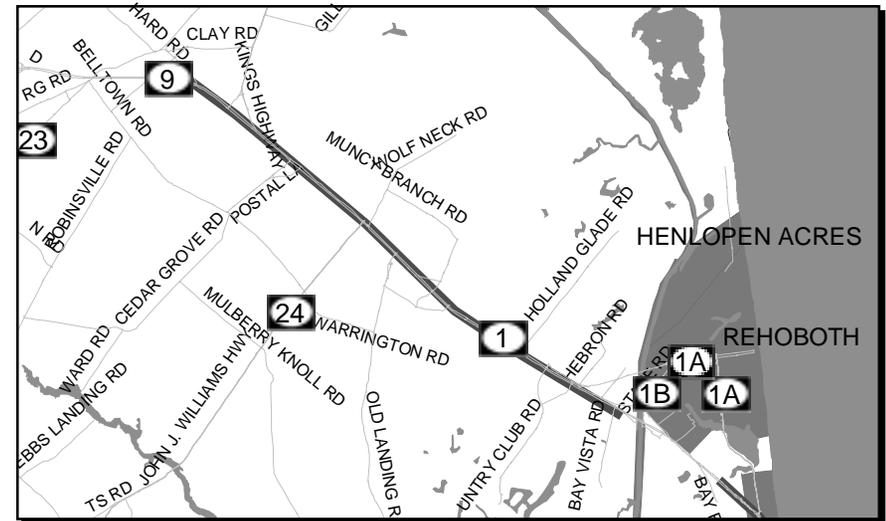
INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
Dewey Beach to Lewes and Rehoboth Canal	100% ST 100% ST 80% FHWA	275 985 3,950	PE R/W C	275	0	985	985	1,040	1,040	0	0	0	0
SR 1, Dewey Beach (Forgotten Mile), Pavement Rehabilitation	80% FHWA	1,250	C					1,250	1,250				

All \$ X 1,000

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 development of proposed solutions and alternates as well as public involvement will be needed before these projects can move forward to design.

1. Nassau Ped/Bike Connection: This project 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 Five Points intersection. Future expansion to the east and west would need to be done by others as part of other projects.



2. 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.

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 controlling 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.

3. 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 transfers.

4. Ped/Bike Connection: Old Landing Road to Rehoboth: This project 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. It 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.

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

5. Lewes to Rehoboth Bike Path: Construction of a bikeway linking the cities of Lewes and Rehoboth Beach independent of existing roads. This will be a 12' wide approximately 4.8 mile concrete bike path, generally following the abandoned rail corridor of the old Lewes and Rehoboth Rail Line.

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



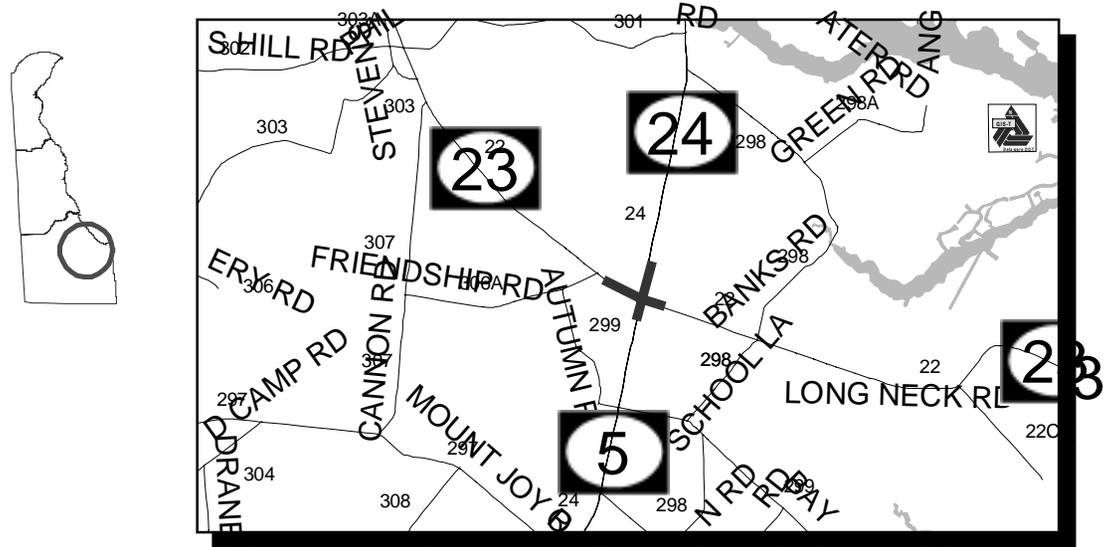
INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
					0		0		420		2,610		5,350
1. Nassau Bike/Ped. Connection	100% ST 100% ST 100% ST 80% FHWA	60 90 100 1,000	LOC/ENV PE R/W C	30		30 90		100		1,000			
2. Rehoboth Entrance Imp's SR 1 / Rehoboth Ave Int imp	100% ST 100% ST 100% ST 80% FHWA	120 500 2,400 5,600	LOC/ENV PE R/W C	40		80 200		300 1,000		1,400		5,600	
3. Nassau Park and Ride Lot	100% ST 100% ST 100% ST 80% FHWA	30 110 2,400 3,000	LOC/ENV PE R/W C					30		110		2,400 3,000	
4. Bike/Ped Connection Old Landing Road to Rehoboth P&R	100% ST 100% ST 100% ST 80% FHWA	20 100 950 1,400	LOC/ENV PE R/W C					20		100		950 1,400	
5. Lewes to Rehoboth Bike Path	100% ST	500	C			500							

SR 24 AND SR 5, LONG NECK ROAD, NORTHEAST OF MILLSBORO, INTERSECTION IMPROVEMENTS, SAFETY

PROJECT SCOPE/DESCRIPTION: Widen each approach to provide separate left, through, and right turning lanes. This project will include bike lanes for SR 24.

PROJECT JUSTIFICATION: Improved safety for the travelling public. This project has been a high priority at Sussex County CIP hearings.

County: Sussex
Municipality:
Program Category: System Management
Representative District: 37, 38
Senatorial District: 20

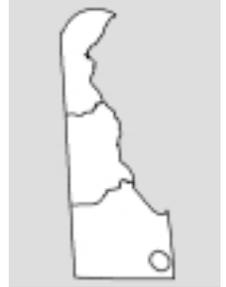


FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
91-003-01	100% ST 100% ST 80% FHWA	137 168 1,466	PE R/W C	137 168	0		331		0		0		0

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 5-ft. shoulders on Roads 353, 352, 84, and 368 to provide for an alternate to SR 26 and an improved bicycle route.
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.

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 20,000 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 six 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 are hazardous situations and additional backups.
4. **Roadway Conditions** – Lack of adequate shoulder areas, particularly for bicyclists in Millville and Ocean View.



The findings of the Needs Report were presented in February 1999 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: System Management
 Program Category: 38
 Representative District: 20
 Senatorial District: 20

Alternate Route

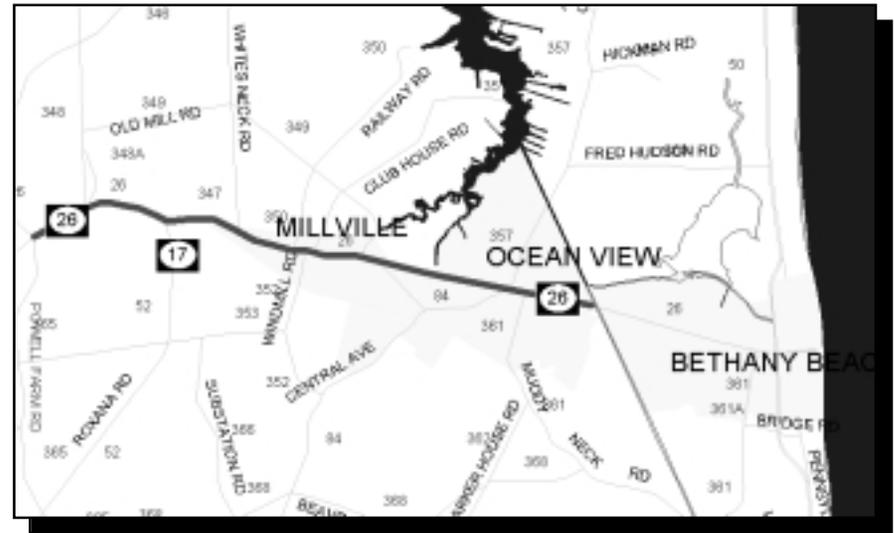


SR 26, ASSAWOMAN BAY TO US113 (CONTINUED)

Dagsboro Intersection



SR 26, Atlantic Avenue



INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF								
Alt. Route, Omar Rd.(S353), Windmill Rd.(S368)	100% ST 100% ST 80% FHWA	1,250 100 7,560	PE R/W C	1,250	0	100	1,450		2,012		1,550		0
SR 26, Atlantic Avenue	100% ST 100% ST 80% FHWA	1,250 500 7,750	PE R/W C			1,250		500		7,750			
Dagsboro Intersection	100% ST	100	C			100							

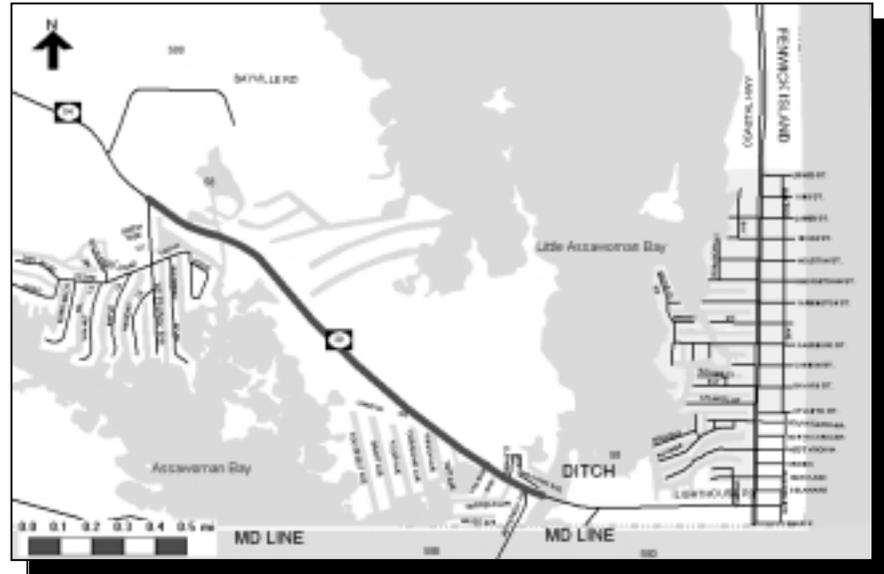
All \$ X 1,000

SUSSEX COUNTY EAST/WEST IMPROVEMENTS

PROJECT SCOPE/DESCRIPTION: The Department of Transportation has conducted an extensive review of Sussex county roadways and presented the findings in a final report to Sussex County. We will be working with the County, along with other interested parties, to implement the recommendations on a phased basis. Possible improvements include the following:

- A. SR 24, Planning Study in FY 2002.
- B. SR 54 Planning Study in FY 2002.
- C. SR 23 Planning Study in FY 2003.
- D. Study of 14 intersections in FY 2003, FY 2004, FY 2005.
- E. Guardrail improvements throughout the County in FY 2002.
- F. Geometric realignment improvements on SR 20 in FY 2004.
- G. Culvert extensions on SR 54 in FY 2003.
- H. Paved shoulder installation on SR 26 from US113 to Shaft Ox Corner.

Funding is reserved for the above improvements. As these studies are completed and project elements handed off for preliminary design and activities, these funds will be allocated to effect



the improvements identified for construction.

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

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
	100% ST	2,000	PE	2,000	0		3,000		5,000		1,000		1,000
	100% ST	3,000	ENV			3,000							
	100% ST	5,000	R/W					5,000					
	80% FHWA	10,000	C							5,000		5,000	

All \$ X 1,000

US 13 / US113 CORRIDOR CAPACITY IMPROVEMENTS

PROJECT SCOPE/DESCRIPTION: Improvements will include:

- Delmar median improvements – modify median with cross over adjustments and turn lanes.
- US 13 / US 13A/ S 46 Seaford – modify intersection.

PROJECT JUSTIFICATION: To reduce traffic congestion and preserve capacity of the corridor.

County: Sussex
Municipality:
Program Category: System Management
Representative District: 35,39,40
Senatorial District: 19, 21

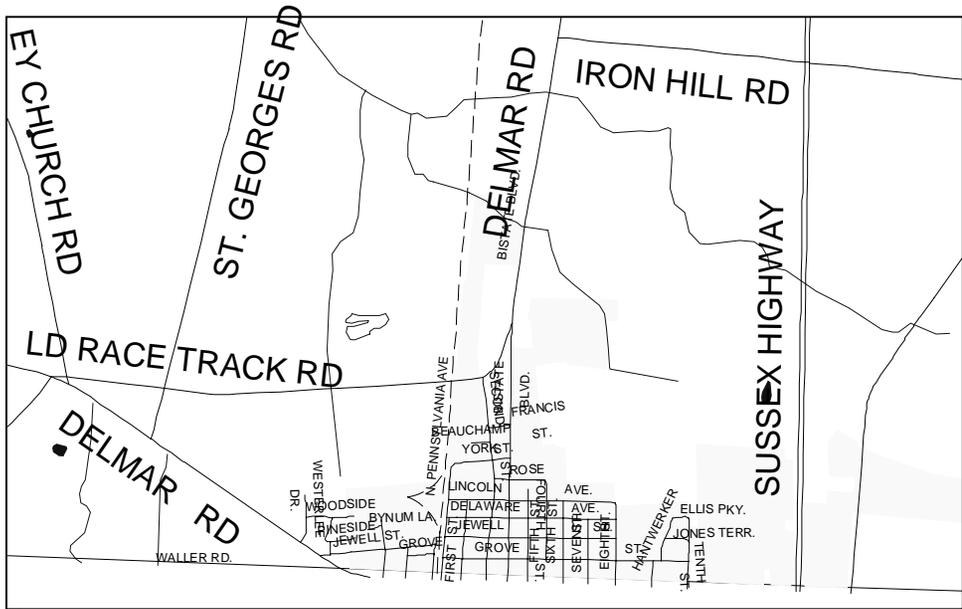


FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
					TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF
	Delmar Median Imp's	100% ST	11			0	11	0	0	0				0
	US 13/US113/S 46	80% FHWA	127				127							
		100% ST	10				10							
		80% FHWA	115				115							

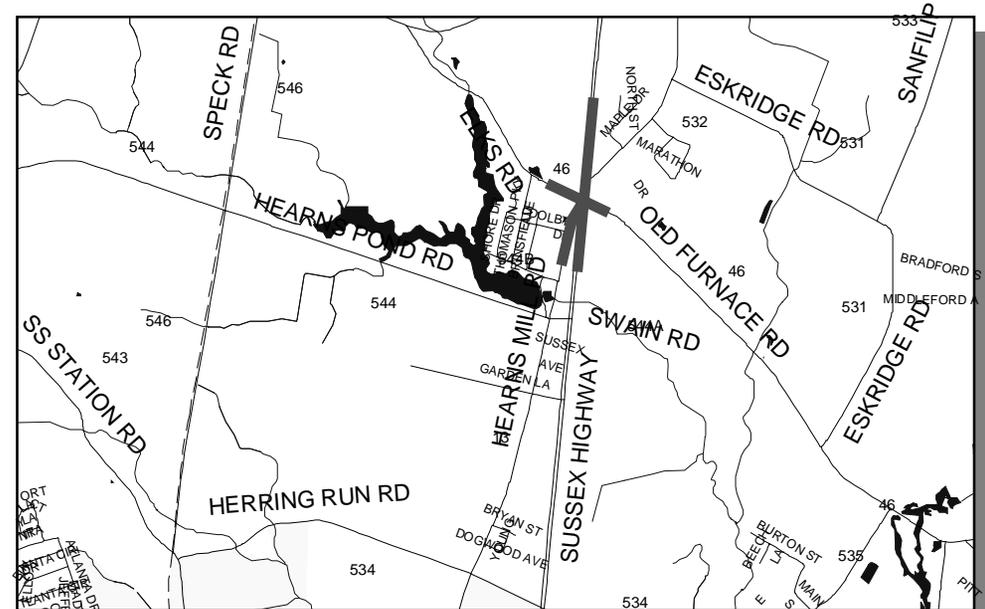
All \$ X 1,000

US 13 / US113 CORRIDOR CAPACITY IMPROVEMENTS (CONTINUED)

DELMAR IMPROVEMENTS



SEAFORD IMPROVEMENTS



CORRIDOR CAPACITY IMPROVEMENTS, SUSSEX COUNTY

PROJECT DESCRIPTION: Improvements will focus on the southbound side of US 13 and include:

- Bridgeville Service Road – Construction of a parallel service road from S 40 to Cannon Street
- Laurel Service Road - Construction of a parallel service road from US 9 to S568 in Laurel
- Seaford Service Road - Construction of a parallel service road at S534 to serve an area currently zoned for development.

PROJECT JUSTIFICATION: To reduce traffic congestion and preserve capacity in the US 13 corridor.

County: Sussex
Municipality:
Program Category: System Expansion
Representative District: 39,40,
Senatorial District: 19, 21,

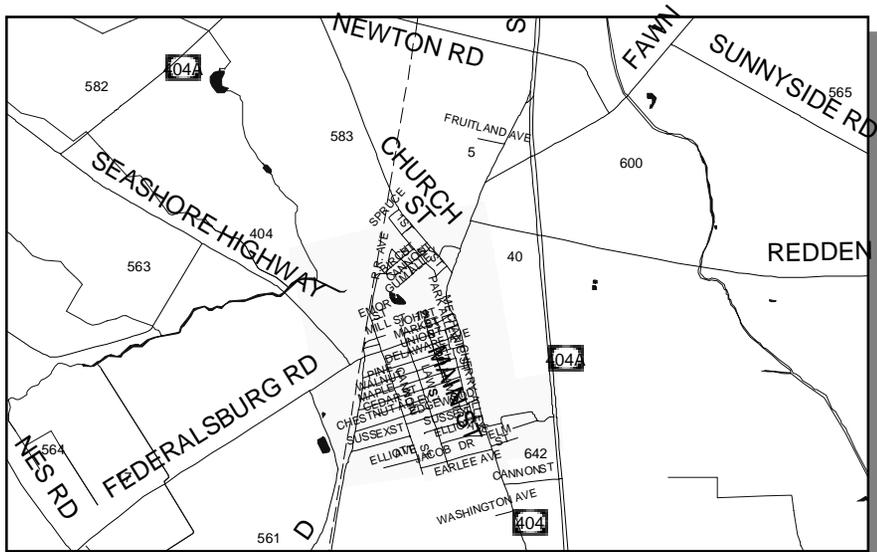


FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
					TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF	TOTAL	PROJ TTF
	Bridgeville	100% ST 80% FHWA	350 1,150	PE C		0		165	369	2,341		87		588
	Laurel	100% ST 100% ST 80% FHWA	35 270 403	PE R/W C			35		285		437		1,279	
	Seaford	100% ST 100% ST 80% FHWA	130 1,600 1,495	PE R/W C			130		1,688				1,663	

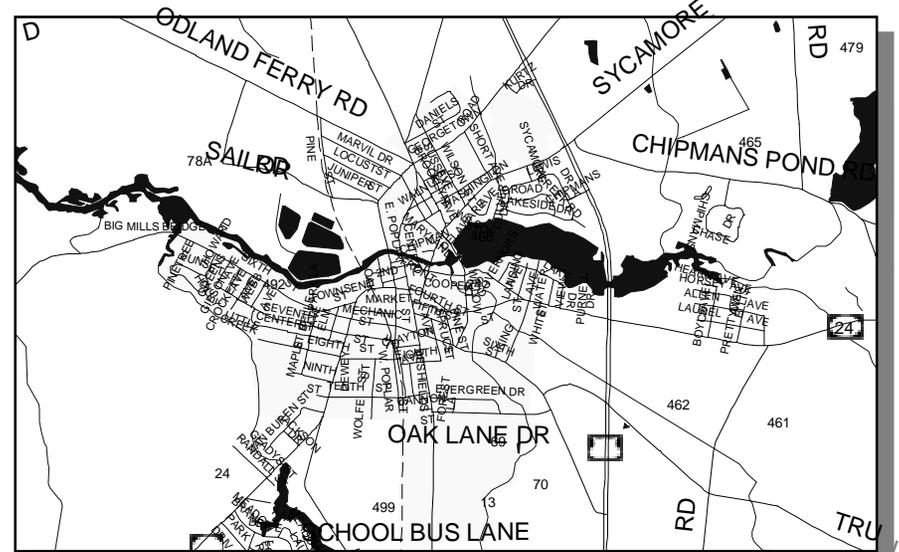
All \$ X 1,000

CORRIDOR CAPACITY IMPROVEMENTS, SUSSEX COUNTY (CONTINUED)

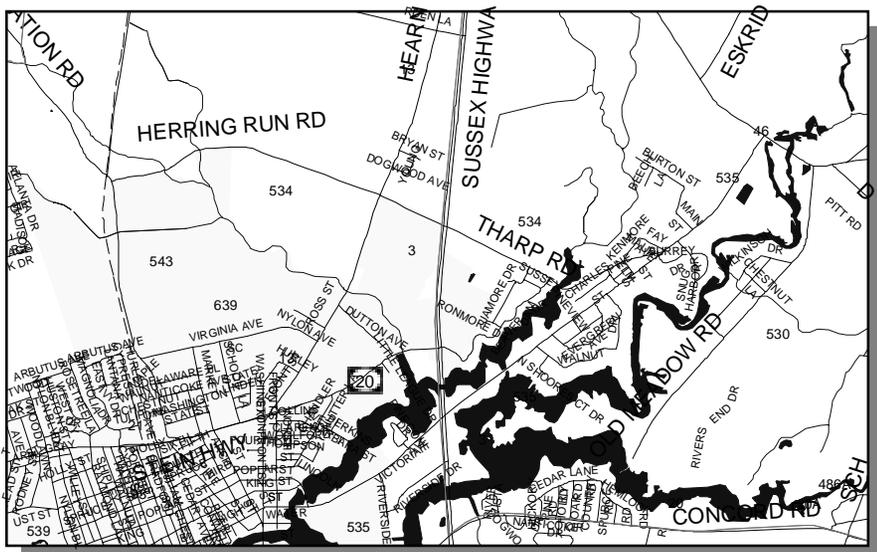
BRIDGEVILLE



LAUREL



SEAFORD



SR 1, CORRIDOR CAPACITY IMPROVEMENTS, SUSSEX COUNTY

PROJECT SCOPE/DESCRIPTION:

SR 1 & SR 16

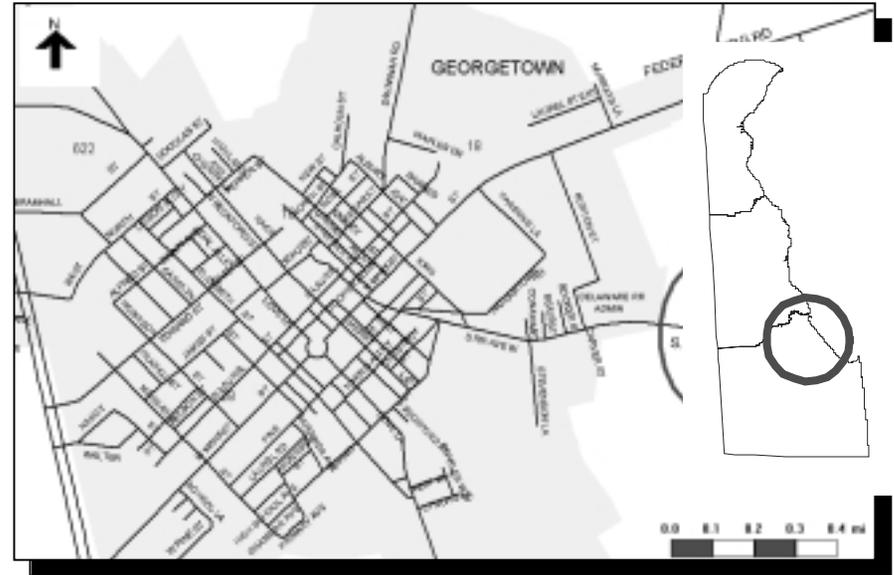
PROJECT SCOPE/DESCRIPTION: Construct a grade-separated interchange at the signalized intersection of SR1 and SR16, along with the removal of median crossovers.

PROJECT JUSTIFICATION: To enhance safety and improve traffic flow in accordance with the SR1 Corridor Capacity Preservation Program.

SR 1 & SR 30

PROJECT SCOPE/DESCRIPTION: Extend SR 30 to SR 1 Business

PROJECT JUSTIFICATION: To reduce traffic congestion and preserve capacity in the SR 1 corridor, eliminate the need for signalization.



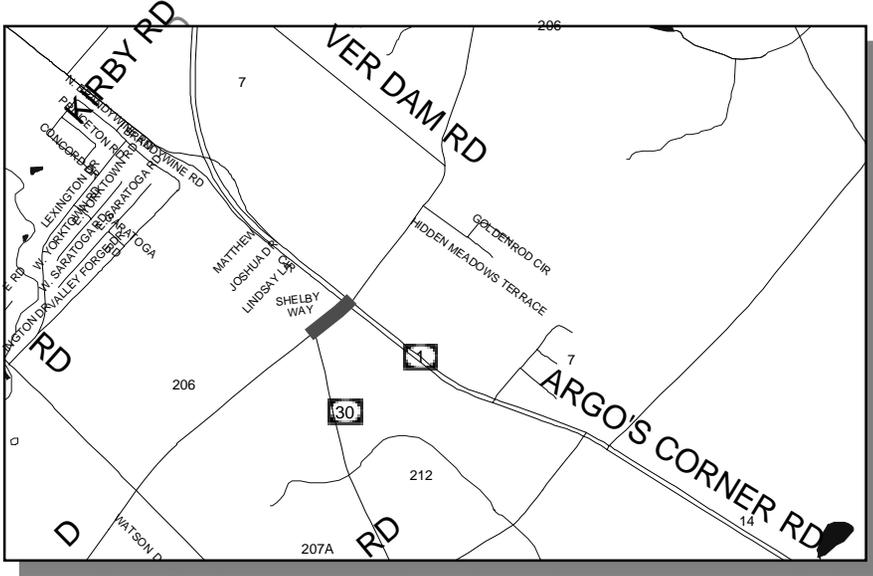
County: Sussex
Municipality:
Program Category: System Expansion
Representative District: 36
Senatorial District: 18

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
					TOTAL	PROJ TTF	TOTAL	PROJ TTF						
96-122-01	SR 30 Extension to SR 1, Business	100% ST 80% FHWA	100 3,031	R/W C	100 3,031	0		742		800		1,733		0
99-122-01	SR 16/SR 1 & SR 16 Interchange	80% FHWA 100% ST 100% ST 80% FHWA	960 250 1,100 8,000	PE ENV R/W C			960 550		250 550		8,666			

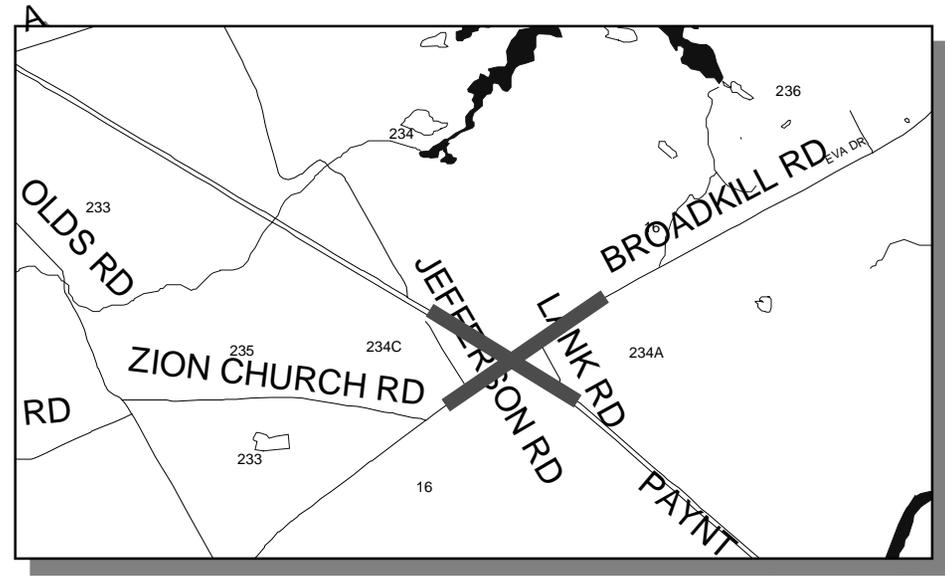
All \$ X 1,000

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

A. SR 30 @ BUS SR 1



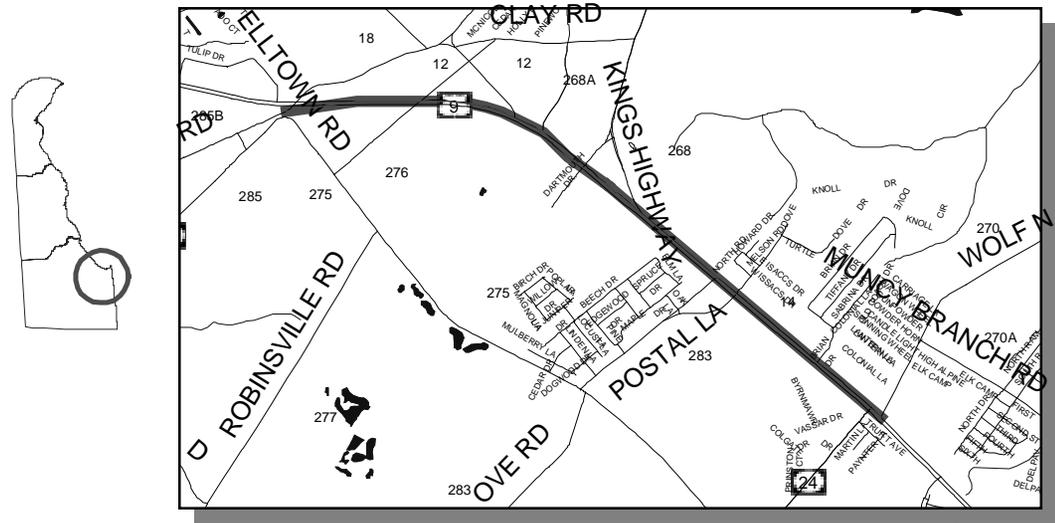
B. SR 1/SR 16



SR 1, FROM SR 24 TO NORTH OF US 9 (FIVE POINTS)

PROJECT SCOPE/DESCRIPTION: 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 a widened shoulder could 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 JUSTIFICATION: To eliminate traffic backups into the City of Rehoboth



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

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	PHASE	CURRENT 7/00-6/01		FY 2002 7/01-6/02		FY 2003 7/02-6/03		FY 2004 7/03-6/04		FY 2005-2007 7/04-6/07	
				TOTAL	PROJ TTF	TOTAL	PROJ TTF						
					0	1,424	540		1,424		1,246		2,002
	100% ST	270	LOC/ENV	80				369					
	100% ST	700	PE					1,055		1,246			
	100% ST	2,150	R/W										
	80% FHWA	9,000	C									10,012	

All \$ X 1,000